CONSTRUCTION PLANS

FOR

2017 COLIGNY ROADWAY PROJECTS

NASSAU STREET - PROJECT "A"

HILTON HEAD ISLAND, SOUTH CAROLINA

PREPARED FOR:

TOWN OF HILTON HEAD ISLAND

ONE TOWN CENTER COURT
HILTON HEAD ISLAND, SC 29928-2701

DECEMBER 21, 2015

LAST REVISED: AUGUST 12, 2016

J-24634.0010

PREPARED BY:

THOMAS & HUTTON
Engineering | Surveying | Planning | GIS | Consulting

FOR REVIEW ONLY - NOT FOR CONSTRUCTION

SOUTH CAROLINA
THOMAS & HUTTON ENGINEERING CO.
No. C00285
CERTIFICATE OF AUTHORIZATION

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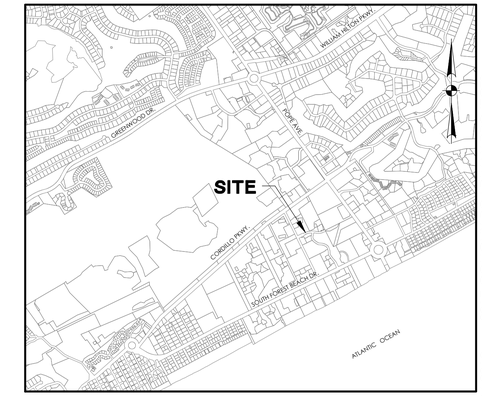

VICINITY MAP
SCALE: 1" = 2000'

2017 COLIGNY ROADWAY PROJECTS
NASSAU STREET - PROJECT "A"
J-24634.0010
8/12/16

SUBMITTAL HISTORY

SUBMITTED TO	DATE
SCDOT ENCROACHMENT PERMIT REVIEW	8/12/16
BID SET	7/7/16
OCRM SUBMITTAL	6/6/16
TOWN OF HILTON HEAD ISLAND 95% SUBMITTAL	5/20/16
S.C.D.O.T. ENCROACHMENT PREMIT APPLICATION	5/5/16
TOWN OF HILTON HEAD ISLAND RIGHT OF WAY 70% SUBMITTAL	3/16/16
TOWN OF HILTON HEAD ISLAND PRELIMINARY 30% SUBMITTAL	12/21/15

REVISION HISTORY

REV. NO.	REVISION	BY	DATE
3	REVISED PER SCDOT COMMENTS RECEIVED 8/8/16	JBJ	8/12/16
2	REVISED PER TOWN HHI 95% COMMENTS DATED 6/23/16	JRS	7/7/16
1	REVISED PER TOWN HHI COMMENTS DATED 6/3/16	JBJ	6/21/16

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GENERAL NOTES

1. THE PROPERTY IS CURRENTLY ZONED CR–COLIGNY RESORT & RD – RESORT DEVELOPMENT. THE TOTAL PROPERTY BOUNDARY IS XXX ACRES. THE PROJECT DISTURBED AREA IS XXX ACRES.
2. THIS PROPERTY IS LOCATED IN FLOOD ZONE A7, WITH A BASE FLOOD ELEVATION OF 14.0, AS SHOWN ON THE BEAUFORT COUNTY, SC. FLOOD INSURANCE RATE MAP 450025 0070D, DATED SEPTEMBER 29, 1986.
3. CONTRACTOR SHALL VERIFY ALL LOCATIONS, ELEVATIONS, AND SIZES PRIOR TO BEGINNING CONSTRUCTION. CONTACT ENGINEER IMMEDIATELY WITH ANY DISCREPANCIES.
4. TREE & TOPOGRAPHIC SURVEY INFORMATION PROVIDED BY SEA ISLAND LAND SURVEY, LLC, DATED 10/23/2013 & 11/01/2013. SURVEY PROVIDED ON NAVD 1988 DATUM.
5. THERE ARE WETLANDS ON THE PROJECT SITE. WETLAND IMPACTS ARE REPRESENTED IN THE COLIGNY REDEVELOPMENT APPLICATION SUBMITTED TO THE USACE BY TIDEWATER.
6. ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH CONSTRUCTION PLANS AND SPECIFICATIONS AND MEET OR EXCEED INDUSTRY STANDARD.
7. THE CONTRACTOR SHALL NOT BEGIN CONSTRUCTION UNTIL THE PROPER PERMITS HAVE BEEN ISSUED
8. TREE PROTECTION BARRICADES, IF REQUIRED, SHALL BE INSTALLED PRIOR TO ANY CLEARING ACTIVITY AND MAINTAINED UNTIL INSTRUCTED BY THE OWNER OR ENGINEER TO REMOVE THEM.
9. HILTON HEAD FIRE AND RESCUE MUST BE NOTIFIED OF ANY PERCEIVED ROAD CLOSURES. TRAFFIC CONTROL MEASURES SHALL BE EMPLOYED AT LEAST 72 HOURS IN ADVANCE OF ANY ROAD CLOSURES.
10. CONTACT THE ONE CALL LOCATE LINE AT 1–888–721–7977 OR 811 A MINIMUM OF SEVENTY–TWO (72) HOURS PRIOR TO DIGGING FOR LOCATION OF WATER AND SEWER LINES, AND OTHER UTILITIES.
11. THE CONTRACTOR SHALL CONTACT ALL LOCAL UTILITY COMPANIES BEFORE WORK COMMENCES, VERIFY UTILITIES WITHIN THE PROJECT LIMITS AND NOTIFY THE ENGINEER OF CONFLICTS OR VARIANCES TO THE PLANS PRIOR TO BEGINNING WORK OR PURCHASE OF MATERIALS.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES AND FOR AVOIDING ALL CONFLICTS WITH SAME. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE EXPENSE OF THE CONTRACTOR.
13. THE CONTRACTOR SHALL COORDINATE DEMOLITION AND IMPROVEMENTS TO MINIMIZE TRAFFIC INTERFERENCE AND OPERATIONS OF FACILITIES
14. ALL UTILITY POLES ADJACENT TO PROPOSED CONSTRUCTION MUST BE SECURED PRIOR TO ANY ADJACENT DISTURBANCE AND THE CONSTRUCTION PROCEDURE MUST BE ACCEPTABLE TO THE UTILITY COMPANY.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL DEVICES AND MEASURES AS NECESSARY TO MEET THE REQUIREMENTS OF THE SOUTH CAROLINA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
16. THE CONTRACTOR WILL NOTIFY THE ENGINEER IF UNSUITABLE MATERIAL IS DISCOVERED PRIOR TO BEGINNING ANY REMOVAL OPERATION.
17. IT IS THE OBLIGATION OF THE CONTRACTOR TO MAKE THEIR OWN INTERPRETATION OF ALL SURFACE AND SUBSURFACE DATA AVAILABLE AS TO THE NATURE AND EXTENT OF THE MATERIALS TO BE EXCAVATED, WASTED, GRADED, AND COMPACTED. THE INFORMATION SHOWN ON THESE PLANS IN NO WAY GUARANTEES THE AMOUNT OR NATURE OF THE MATERIAL TO BE ENCOUNTERED.
18. ALL CONSTRUCTION DEBRIS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN AN ACCEPTABLE WASTE DISPOSAL AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSAL OF ALL CONSTRUCTION DEBRIS.
19. CONTRACTOR IS RESPONSIBLE FOR ALL NECESSARY BRACING, SHEETING AND DEWATERING TO COMPLETE THE PROJECT, PROTECT THE CONSTRUCTION WORKERS AND ALL ADJACENT STRUCTURES, TREES, LANDSCAPING, AND IS RESPONSIBLE FOR ALL REPAIR AND COST TO RETURN AREA TO ORIGINAL CONDITION.
20. CONTROL OF STORMWATER THROUGHOUT THE CONSTRUCTION PERIOD, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE EXISTING DRAINAGE CONVEYANCES SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. ALL PENALTIES, CLAIMS AND FEES IMPOSED ON THE OWNER AS A RESULT OF DAMAGE CAUSED BY ACTIONS OF THE CONTRACTOR, ITS EMPLOYEES OR SUBCONTRACTORS SHALL BE BORNE IN FULL BY THE CONTRACTOR.
21. ALL STORM DRAIN JOINTS SHALL BE WRAPPED IN FILTER FABRIC.
22. ANY DEFECTIVE, DAMAGED, OR UNSOUND PIPE SHALL BE REJECTED. ALL FOREIGN MATTER OR DIRT SHALL BE REMOVED FROM INSIDE OF PIPE BEFORE IT IS LOWERED INTO ITS POSITION IN THE TRENCH AND SHALL BE KEPT
23. CLEAN PIPE BY ACCEPTED MEANS DURING AND AFTER LAYING. CARE SHALL BE TAKEN TO PREVENT DIRT FROM ENTERING THE JOINT SPACE. AT TIMES WHEN PIPE LAYING IS NOT IN PROGRESS THE ENDS OF THE PIPE SHALL BE CLOSED BY ACCEPTED MEANS AND NO TRENCH WATER SHALL BE PERMITTED IN THE PIPE.
24. PAVEMENT STRIPING, MARKING, AND SIGNS TO BE INSTALLED IN ACCORDANCE WITH: 1) THE DETAILS, DRAWINGS, AND SPECIFICATIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF CURRENT ADOPTION BY THE SCDOT; AND 2) U.S. DEPT. OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. ALL WORK SHALL CONFORM TO APPLICABLE STATE, COUNTY AND MUNICIPAL REQUIREMENTS AND CODES.
25. "RECORD DRAWINGS" SHALL BE PROVIDED BY THE CONTRACTOR AND MUST BE SIGNED BY A REGISTERED LAND SURVEYOR IN THE STATE OF SOUTH CAROLINA. THE CONTRACTOR SHALL PROVIDE A SET OF "MARKED UP" RECORD DRAWINGS AS WELL AS A CD ROM CONTAINING THE RECORD DRAWING INFORMATION IN AUTOCAD 2006 OR LATER VERSION.
26. THE FOLLOWING NOTES ARE SPECIFIED BY THE SOUTH CAROLINA DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL – OFFICE OF OCEAN AND COASTAL RESOURCES MANAGEMENT (SCDHEC–OCRM) AND ARE TO BE EXECUTED BY THE CONTRACTOR:

a. ALL SEDIMENT CONTROL MEASURES SHALL BE INSPECTED AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND AFTER ANY STORM EVENT OF GREATER THAN 0.5 INCHES OF PRECIPITATION DURING ANY 24–HOUR PERIOD. ALL SEDIMENT CONTROL FEATURES SHALL BE MAINTAINED UNTIL FINAL STABILIZATION HAS BEEN OBTAINED.

b. 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 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED, UNLESS ACTIVITY IN THAT PORTION OF THE SITE WILL RESUME WITHIN 14 DAYS.

c. RESIDENTIAL SUBDIVISIONS REQUIRE EROSION CONTROL FEATURES FOR INFRASTRUCTURE AS WELL AS FOR INDIVIDUAL LOT CONSTRUCTION. INDIVIDUAL PROPERTY OWNERS SHALL FOLLOW THESE PLANS DURING LOT CONSTRUCTION OR PROVIDE AN INDIVIDUAL PLAN MEETING SECTION R.72–307 OF THE STORM WATER MANAGEMENT AND SEDIMENT REDUCTION ACT REQUIREMENTS.

29. ALL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE CONSTRUCTED SIMULTANEOUSLY WITH THE DISTURBANCE OF THE LAND, INCLUDING DEMOLITION, AND SHALL REMAIN FUNCTIONAL UNTIL THE CONTRIBUTING DISTURBED AREAS ARE STABILIZED. SILT BARRIERS WILL BE INSTALLED AS NECESSARY TO PREVENT EXCESSIVE EROSION.
30. **ALL DRAINAGE WILL BE MADE FUNCTIONAL DAILY AS WORK PROGRESSES.**
31. **EACH EXISTING ROAD WILL BE CLEANED UP AND RESTORED DAILY.**
32. **NEW PAVEMENT TO BE FLUSH WITH EDGE OF EXISTING PAVEMENT.**
33. CONTRACTOR SHALL GRADE ALL AREAS SUCH THAT WATER DRAINS TO THE APPROPRIATE RIGHT–OF–WAY, EASEMENT, OR WETLAND AS SHOWN ON APPROVED CONSTRUCTION DRAWINGS.
34. TREE SURVEY PROVIDED BY SEA ISLAND LAND SURVEY ON 12/5/15.

WATER & SEWER NOTES

1. PIPE, FITTINGS, VALVES AND OTHER ACCESSORIES SHALL, UNLESS OTHERWISE DIRECTED, BE UNLOADED AT THE POINT OF DELIVERY, AND STORED WHERE THEY WILL BE PROTECTED AND WILL NOT BE HAZARDOUS TO TRAFFIC. THEY SHALL AT ALL TIMES BE HANDLED WITH CARE TO AVOID DAMAGE. THE INTERIOR OF ALL PIPES, FITTINGS AND OTHER ACCESSORIES SHALL BE KEPT FREE FROM DIRT AND FOREIGN MATTER AT ALL TIMES.
2. ALL MANHOLE TOPS ARE APPROXIMATE. THE CONTRACTOR SHALL DETERMINE AND SET MANHOLE TOPS RELATIVE TO FINISHED GRADES AS SHOWN ON THE DETAIL.
3. ANY DEFECTIVE, DAMAGED, OR UNSOUND PIPE SHALL BE REJECTED. ALL FOREIGN MATTER OR DIRT SHALL BE REMOVED FROM THE INSIDE OF THE PIPE BEFORE IT IS LOWERED INTO POSITION IN THE TRENCH AND SHALL BE KEPT CLEAN BY ACCEPTABLE MEANS DURING AND AFTER INSTALLING. CARE SHALL BE TAKEN TO PREVENT DIRT FROM ENTERING THE JOINT SPACE. DURING INSTALLATION, WHEN PIPE INSTALLATION IS NOT IN PROGRESS, A MECHANICAL JOINT PLUG OR CAP, OR ACCEPTABLE EQUIVALENT, SHALL BE USED TO FORM A <u>WATER TIGHT SEAL AT BOTH ENDS</u> OF THE LINE BEING INSTALLED.
4. THE INTERIORS OF ALL PIPE SHALL BE CLEANED BY BRUSHING, SWABBING, OR WASHING OUT OF ALL DIRT PRIOR TO INSTALLATION.
5. ALL WATER USED FOR CONSTRUCTION SHALL BE METERED THROUGH AN ACCEPTABLE BACKFLOW PREVENTER DEVICE AND FIRE HYDRANT METER OBTAINED FROM SOUTH ISLAND PSD.
6. A #12 GAUGE INSULATED SINGLE STRAND COPPER WIRE SHALL BE STRAPPED TO ALL PVC WATER AND SEWER PIPES.
7. DISCHARGE OF HIGHLY CHLORINATED WATER INTO SURROUNDING AREAS OR STORM DRAINAGE SYSTEM IS PROHIBITED. DISPOSAL OF HIGHLY CHLORINATED WATER SHALL COMPLY WITH THE REQUIREMENTS OF SOUTH CAROLINA DHEC AND AWWA STANDARD C651, LATEST REVISION. IF REQUIRED BY THE ENGINEER, A REDUCING AGENT SHALL BE USED TO NEUTRALIZE THE CHLORINE.
8. ALL TEMPORARY CONNECTIONS TO BE COORDINATED BY CONTRACTOR.
9. CONTRACTOR TO PROVIDE A MINIMUM OF 48 HOURS NOTICE TO SOUTH ISLAND PSD PRIOR TO TAPPING ANY EXISTING MAINS.
10. IN ALL WATER LINE PROJECTS, CARE SHALL BE TAKEN TO KEEP THE INTERIOR OF THE WATER PIPE CLEAN PRIOR TO CONNECTION TO THE SOUTH ISLAND PSD SYSTEM.
11. ALL WATER AND SEWER CONSTRUCTION SHALL CONFORM TO APPLICABLE STATE AND SOUTH ISLAND PSD REQUIREMENTS, STANDARDS AND SPECIFICATIONS.
12. THE CONTRACTOR SHALL ADJUST UTILITY STRUCTURES TO FINISHED GRADE (MANHOLES, INLETS, VALVE BOXES, ETC.).
13. ALL COST ASSOCIATED WITH EXISTING SANITARY SEWER UTILITY DAMAGES, REPAIRS, FINES, PENALTIES OR FEES SHALL BE BORNE SOLELY BY THE CONTRACTOR. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FINES, FEES AND PENALTIES IN THE EVENT OF A RAW SEWAGE SPILL DURING THE CONSTRUCTION PROCESS.
14. THE SOUTH ISLAND PUBLIC SERVICE DISTRICT SHALL BE RESPONSIBLE FOR THE INSPECTION AND APPROVAL OF ALL WATER AND/OR SEWER LINE INSTALLATIONS AND CONNECTIONS FOR FUTURE OPERATIONS AND MAINTENANCE.
15. FLUSH AND DISINFECT THE NEW WATER LINES IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
16. ALL WATER MAINS SHALL HAVE A MINIMUM OF 3 FEET OF COVER MEASURED FROM FINISHED GRADE EXCEPT WHERE OTHERWISE NOTED ON THE PLANS.
17. MAINTAIN A 10' HORIZONTAL SEPARATION BETWEEN ALL SANITARY SEWERS AND ALL WATER MAINS. WATER AND SEWER LINE CROSSINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PROJECT PLANS AND SPECIFICATIONS.

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 SEDIMENT 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 WOS.
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.

PATHWAY PAVING, GRADING, AND DRAINAGE NOTES

1. WHERE EXISTING PAVEMENT IS SHOWN TO BE MATCHED, EDGE OR CONTACT FACE WITH EXISTING PAVEMENT SHALL BE SAW CUT TO A NEAT VERTICAL LINE.
2. THE CONTRACTOR SHALL SAWCUT EXISTING ASPHALT AND/OR CONCRETE SURFACES PRIOR TO REMOVAL, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. A ONE FOOT MINIMUM WIDTH FOR ALL SAWCUTS.
3. CONTRACTOR SHALL COORDINATE DEMOLITION AND IMPROVEMENTS TO MINIMIZE TRAFFIC INTERFERENCE AND OPERATIONS OF FACILITIES.
4. TEMPORARY CONTROL OF STORM WATER DRAINAGE SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR. SEQUENCING AND CONSTRUCTION TECHNIQUES SHALL PREVENT OBSTRUCTION OF STORM SEWERS, PONDING IN TRAFFIC AREAS OR RAISING OF WATER LEVELS WHICH WOULD ENTER ADJACENT BUILDINGS OR STRUCTURES.
5. ELEVATION OF TOP OF EXISTING MANHOLES, INLETS, WATER VALVE BOXES, ETC., SHALL BE ADJUSTED TO MATCH NEW PAVING OR RESURFACING GRADES. PRICE TO BE CONSIDERED INCIDENTAL TO THE WORK.
6. PREPARATION, GRADING, PAVING AND OTHER SITE IMPROVEMENTS SHALL CONFORM TO THE FOLLOWING:
   A. SUBGRADE PREPARATION: TOP SOIL SHALL BE REMOVED FROM PAVED AREAS TO A MINIMUM DEPTH OF 4". ALL EXCAVATION SHALL BE TO SUBGRADE LIMITS. SUBGRADE SHALL BE COMPACTED TO A MINIMUM OF 95% (ASTM D1556) DENSITY FOR A DEPTH OF 12 INCHES.
   B. CONCRETE: MINIMUM 4000 PSI COMPRESSIVE STRENGTH AT 28 DAYS (5-1/2 BAGS CEMENT PER. CU. YD.; ENTRAINED AIR 5% ± 1%).
   C. BASE COURSE: 4-1/2" COMPACTED THICKNESS STABILIZED GRANITE AGGREGATE.
   D. WEARING SURFACE: HOT PLANT MIX ASPHALT CONCRETE, TYPE C, 1-1/2" COMPACTED THICKNESS. (PRIME AS INDICATED BY PAVING SECTION DETAILS).
7. ALL CONSTRUCTION MUST CONFORM TO APPLICABLE STATE, BEAUFORT COUNTY AND/OR TOWN OF HILTON HEAD STANDARDS, SPECIFICATIONS AND REQUIREMENTS.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL SEDIMENT AND SOIL EROSION CONTROL AS MAY BE REQUIRED BY SC DHEC/OCRM. THE CONTRACTOR MUST INSTALL SILT BARRIERS AS SHOWN, OR DIRECTED, BY THE PROJECT ENGINEER AND/OR THE OCRM INSPECTOR.
9. ALL PIPES BEING SHOWN AS ABANDONDED WILL BE FILLED WITH FLOWABLE FILL. CONTRACTOR CAN ELECT TO LEAVE IN PLACE AND FILL WITH FLOWABLE FILL WITH THE TOWN'S APPROVAL AT NO ADDITIONAL COST.
10. CONTRACTOR TO ENSURE POSITIVE DRAINAGE ON ROADS, CURBS, SIDEWALKS AND GRASSED LINED DITCHES BEING REPLACED OR CONSTRUCTED.
11. PIPE LENGTHS AND SLOPE SHOWN IN PLAN AND PROFILE WERE DETERMINED USING CENTER OF STRUCTURE TO CENTER OF STRUCTURE.

CLEARING NOTES

1. CLEARED AREAS TO BE COMPLETELY CLEARED IN ACCORDANCE WITH THE SPECIFICATIONS.
2. NO CLEARING SHALL OCCUR WITHIN DESIGNATED BUFFER/TREE PROTECTION AREAS, OUTSIDE OF THE PROPERTY LINES OR BEYOND CLEARING LIMITS EXCEPT AS OTHERWISE SHOWN.
3. THE CONTRACTOR SHALL INSTALL A CONTINUOUS LINE OF FLAGGING OR FENCING ALONG THE LIMITS OF CLEARING PRIOR TO ANY CONSTRUCTION WORK BEGINNING.
4. CAUTION SHOULD BE TAKEN DURING CLEARING OPERATIONS TO AVOID FELLING TREES INTO THE DESIGNATED TREE PROTECTION ZONES. NO BURNING SHALL OCCUR WITHIN 50 FEET OF A TREE PROTECTION ZONE.
5. NO MATERIALS STORAGE, EARTH STORAGE, GAS FUELING, CONCRETE WASHOUT, DUMPING, OR CONSTRUCTION TRAFFIC IS ALLOWED WITHIN THE TREE PROTECTION ZONES.
6. SELECTIVE CLEARING AREAS SHALL BE CLEARED OF ALL BRUSH AND UNDERSTORY GROWTH. ALL TREES OVER 6" IN DIAMETER WILL BE RETAINED AND PROTECTED FROM DAMAGE, UNLESS APPROVED FOR REMOVAL BY THE OWNER OR ENGINEER.
7. ALL TREES SHOWN ON THE PLANS TO REMAIN SHALL BE CONSIDERED SPECIMEN TREES AND SHALL BE PROTECTED EVEN IF LOCATED WITHIN CLEARING AREAS. PROTECTION WILL INCLUDE, BUT IS NOT LIMITED TO, THE MEASURES DESCRIBED IN NOTES 4 AND 5 ABOVE. AN AREA 1 1/2 TIMES THE DIAMETER OF THE TREE TRUNK MEASURED 4 FEET FROM EXISTING GRADE WILL BE CONSIDERED THE TREE PROTECTION ZONE FOR AN INDIVIDUAL TREE.
8. WHEN TREE ROOTS ARE SEVERED OR EXPOSED DURING TRENCHING OR GRADING OPERATIONS, RECUT CLEANLY WITH A SHARP SAW BELOW FINISHED GRADE.

GENERAL SEQUENCE OF CONSTRUCTION

1. RECEIVE NPDES COVERAGE FROM SC DHEC.
2. CONDUCT PRE-CONSTRUCTION MEETING INCLUDING TOWN, ASSOCIATED CONTRACTORS, ENGINEER, SC DHEC, AND OTHER AFFECTED PARTIES AS NECESSARY.
3. NOTIFY DHEC EQC REGIONAL OFFICE OR OCRM OFFICE 48 HOURS PRIOR TO BEGINNING LAND-DISTURBING ACTIVITIES.
4. OBTAIN TREE PROTECTION APPROVAL LETTER AND COORDINATE PLACEMENT OF TREE PROTECTION FENCING WITH TOWN OF HILTON HEAD ISLAND NATURAL RESOURCES.
5. INSTALL PERIMETER EROSION CONTROL MEASURES (SILT FENCE AND INLET PROTECTION). CLEAR ONLY AS NECESSARY TO INSTALL THESE DEVICES.
7. CLEARING & GRUBBING OF SITE OR DEMOLITION (SEDIMENT * EROSION CONTROL MEASURES FOR THESE AREAS MUST ALREADY BE INSTALLED).
8. PERFORM ROUGH GRADING OPERATIONS.
9. INSTALL STORM DRAIN SYSTEM AND PLACEMENT OF INLET PROTECTION AS EACH INLET IS INSTALLED.
10. PERFORM FINE GRADING AND PAVING OPERATIONS IN A MANNER AND SEQUENCE SO AS TO REDUCE UNNECESSARY DISTURBANCE OF SURFACE COVER.
11. PERMANENTLY OR TEMPORARILY VEGETATE AREAS AS COMPLETED OR LEFT IDLE.
12. EROSION CONTROL MEASURES SHALL BE PROPERLY MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED. THE CONTRACTOR SHALL INSPECT EROSION CONTROL MEASURES AT THE END OF EACH WORKING DAY TO ENSURE MEASURES ARE FUNCTIONING PROPERLY.
13. ONCE PERMANENT VEGETATION AND EROSION CONTROL MEASURES ARE ESTABLISHED, THE CONTRACTOR SHALL SCHEDULE A FINAL INSPECTION IN ORDER TO OBTAIN A CERTIFICATE OF COMPLETION.
14. SUBMIT NOTICE OF TERMINATION (NOT) TO DHEC AS APPROPRIATE.

APPLICABLE SCDOT STANDARD DRAWINGS:

SECTION	
601-000	TRAFFIC CONTROL
604-000	BARRICADES
605-000	CONSTRUCTION SIGNING
610-000	LANE CLOSURES SECONDARY & PRIMARY ROUTES
610-200	SHOULDER CLOSURES PRIMARY ROUTES
625-000	PAVEMENT MARKINGS
714-000	PIPE CULVERTS (PERMANENT)
719-000	DRAINAGE STRUCTURES (CATCH BASINS)
719-400	DRAINAGE STRUCTURES (SUBSTRUCTURES CIRCULAR)
719-500	DRAINAGE STRUCTURES (ACCESS STRUCTURE)
720-000	CURB & GUTTER, SIDEWALKS & DRIVEWAYS
815-000	EROSION CONTROL

OTHER UTILITIES LEGEND

DESCRIPTION	EXISTING
NATURAL GAS	UGG UGG
TELEPHONE	OHT OHT
UNDERGROUND TELEPHONE	UTL UTL
ELECTRICITY	OHP OHP
UNDERGROUND ELECTRICITY	UGP UGP

ABBREVIATIONS

HDPE	HIGH DENSITY POLYETHYLENE	JB	JUNCTION BOX	SDMH	STORM DRAINAGE MANHOLE
BOT	BOTTOM	LF	LINEAR FEET	SF	SQUARE FEET
CI	CURB INLET	MAX	MAXIMUM	SS	SANITARY SEWER
CPP	CORRUGATED PLASTIC PIPE	MIN	MINIMUM	TC	TOP OF CURB
DIP	DUCTILE IRON PIPE	MH	MANHOLE	TG	TOP OF GUTTER
EL	ELEVATION	OC	ON CENTER	TP	TOP OF PAVEMENT
FG	FINISH GRADE	PC	POINT OF CURVE	TW	TOP OF WALK
FH	FIRE HYDRANT	PH	POST HYDRANT	TYP	TYPICAL
FM	FORCE MAIN (SANITARY SEWER)	PT	POINT OF TANGENT	W	WATER
FP	FINISH PAD	PVC	POLYVINYL CHLORIDE	W/	WITH
FR	FRAME	RCP	REINFORCED CONCRETE PIPE	WV	WATER VALVE
GI	GRATE INLET	RJP	RESTRAINED JOINT PIPE	YI	YARD INLET
GV	GATE VALVE	R/W	RIGHT-OF-WAY		
INV	INVERT ELEVATION	SD	STORM DRAINAGE		

GENERAL INFORMATION

COUNTY: BEAUFORT
TOWN: HILTON HEAD
ZONING: (RD) RESORT DEVELOPMENT
(CR) COLIGNY RESORT

OWNER:
TOWN OF HILTON HEAD ISLAND
ONE TOWN CENTER COURT
(843) 341-4779

ENGINEER:
THOMAS & HUTTON
50 PARK OF COMMERCE WAY
SAVANNAH, GA 31405
(912) 234-5300

PREPARED FOR:

TOWN OF HILTON HEAD ISLAND
ONE TOWN CENTER COURT
843-341-4779

SURVEYOR:
SEA ISLAND LAND SURVEY
4D MATHEWS COURT
HILTON HEAD, SC 29926
(843) 681-3248

UTILITY:
SOUTH ISLAND
PUBLIC SERVICE DISTRICT
2 GENESTA STREET
HILTON HEAD, SC 29938
(843) 785-6224

SOUTH CAROLINA THOMAS & HUTTON ENGINEERING CO. No. C00285 CERTIFICATE OF AUTHORIZATION

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NO.	REVISIONS	BY	DATE

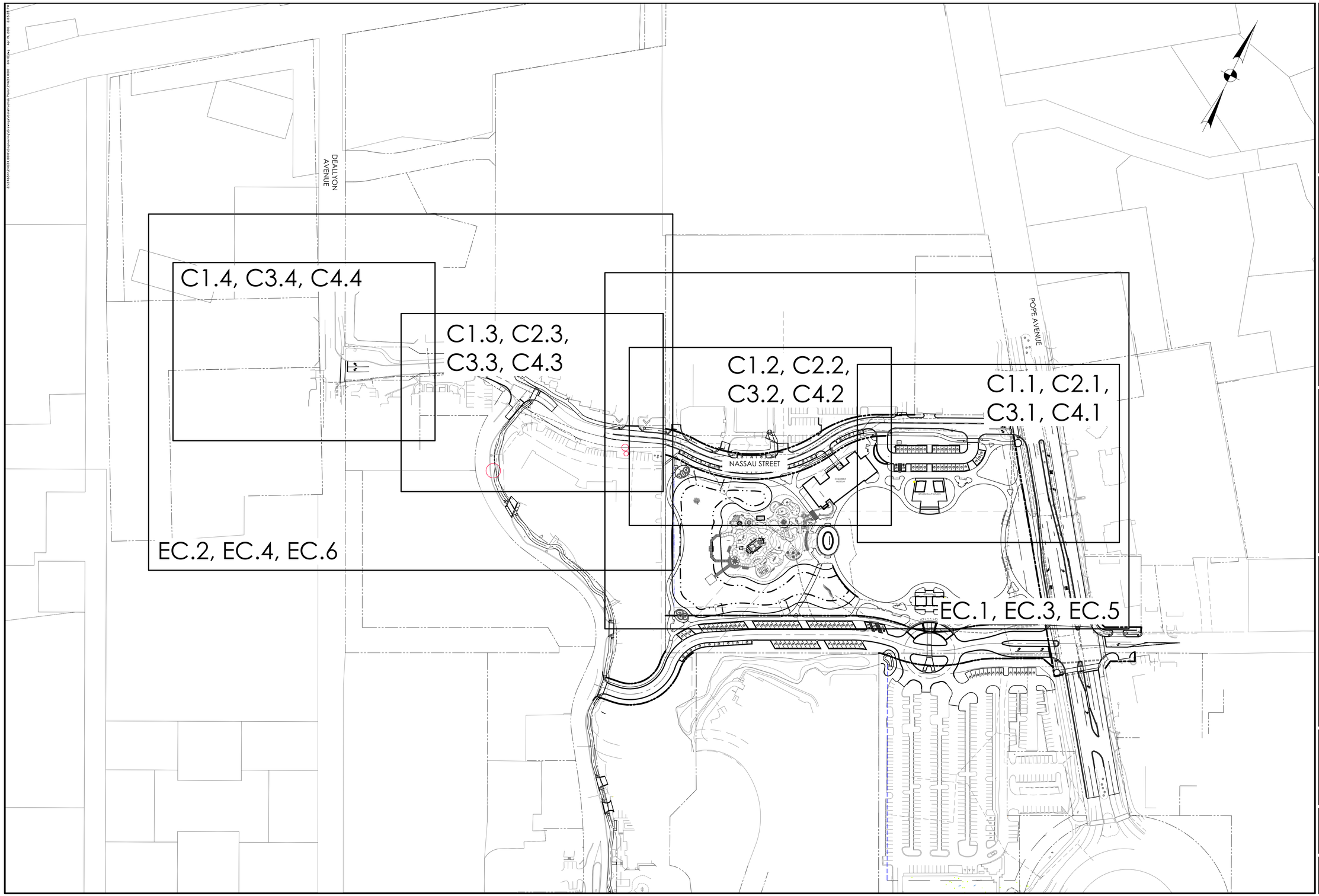
THOMAS & HUTTON
Engineering | Surveying | Planning | GIS | Consulting
50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300
www.thomasandhutton.com

NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
GENERAL NOTES AND LEGENDS

TOWN OF HILTON HEAD ISLAND SOUTH CAROLINA 1663 · 2002 PRESERVARE ET PROSPERARE

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	NOT TO SCALE

G1.1



SOUTH CAROLINA
THOMAS & HUTTON ENGINEERING CO.
No. C00285
CERTIFICATE OF AUTHORITY

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NASSAU STREET - PROJECT "A"

HILTON HEAD ISLAND, SOUTH CAROLINA

2017 COLIGNY ROADWAY PROJECTS

SHEET INDEX

JOB NO: J-24634.0010
DATE: 8/12/16
DRAWN: JBJ
DESIGNED: JRS
REVIEWED: SKM
APPROVED: SKM
SCALE: 1" = 100'

G1.2

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

SUMMARY OF ESTIMATED QUANTITIES

ITEM NO.	SDCOT OR SPEC PROV.	DESCRIPTION	NUMBER OF UNITS	UNIT OF MEASURE
D-1	2023000	Remove Existing Pavement, Base, and Paths	4530	sy
D-2	2024100	Remove Existing Curb & Gutter	1590	lf
D-3		Remove Existing Utililities	1	ls
D-4	2021000	Structure demolition	1	ls
D-5		Saw Cut Existing Pavement	240	lf
W-1	331000SC	Connect to existing watermain	2	ea
W-2	331000SC	8" PVC Watermain	715	lf
W-3	331000SC	6" PVC Water lateral	50	lf
W-4	331000SC	6" DIP Water lateral	35	lf
W-5	331000SC	2" PVC Water lateral	120	lf
W-6	331000SC	2" Gate Valve & Box	3	ea
W-7	331000SC	6" Gate Valve & Box	1	ea
W-8	331000SC	8" Gate Valve & Box	2	ea
W-9	331000SC	6" Fire Hydrant Assembly w/ V&B	2	ea
W-10	331000SC	6" Double Check Backflow Preventer	1	ea
W-11	331000SC	1.5" Water Meter with Backflow Preventer	3	ea
W-12	331000SC	6" Post Indicator Valve	1	ea
W-13	331000SC	8" X 6" Tapping Sleeve	1	ea
W-14	331000SC	8" X 2" Tapping Sleeve	1	ea
W-15	331000SC	8" X 6" Tee	2	ea
W-16	331000SC	8" X 8" Tee	2	ea
W-17	331000SC	8" 22.5 Bend	4	ea
W-18	331000SC	8" 45 Bend	2	ea
W-19	331000SC	8" 11.25 Bend	1	ea
W-20	331000SC	6" 11.25 Bend	1	ea
W-21	331000SC	6" 45 Bend	1	ea
SS-1		Connect to Existing Manhole	1	ea
SS-2		8" SDR-26 PVC Sewer Main 0-6' Depth	275	lf
SS-3		Sewer Manhole 0-6' Depth	3	ea
SS-4		Single Service Connection	3	ea
SS-5		12" DIP	60	lf
SS-6		6" Lateral	70	lf
SS-7		8" Lateral	40	lf
SD-1	7192105	Storm Manhole	7	ea
SD-2	7192012	Grate Inlet	11	ea
SD-3	7191005	Curb Inlet	11	ea
SD-3	7191005	Curb Inlet (Hooded)	11	ea
SD-4		Large Junction Box	2	ea
SD-5		Interference Storm/Sewer Box	2	ea
SD-6	7141112	15" RCP Stormwater Pipe	21	lf
SD-7	7141113	18" RCP Stormwater Pipe	389	lf
SD-8	7141114	24" RCP Stormwater Pipe	379	lf
SD-9	7141115	30" RCP Stormwater Pipe	70	lf
SD-10	7141116	36" RCP Stormwater Pipe	940	lf
SD-11		Outfall Control Structure (CS# 110)	1	ea
SD-12		Outfall Control Structure (CS# 15)	1	ea
E-1	2011001	Clearing and Grubbing	2.3	ac
E-2	9520305	Earthwork and Grading Complete	1	ls

ITEM NO.	SDCOT OR SPEC PROV.	DESCRIPTION	NUMBER OF UNITS	UNIT OF MEASURE
E-3		Lake Fill	500	cy
C-1	72003110	18" Curb & Gutter (Standard)	846	lf
C-2	72003210	24" Curb & Gutter (Standard)	652	lf
C-3	72003110	18" Curb & Gutter (Roll)	1174	lf
C-4	72003110	24" Concrete Gutter Strip	973	lf
C-5	72003110	12" Flush Header Curb	455	lf
P-1	3050108	8" Graded Aggregate Base Course (Nassau Rd)	3333	sy
P-2	3050108	8" Graded Aggregate Base Course (Pope)	315	sy
P-3	3050108	10" Graded Aggregate Base Course (Nassau Rd Pavers)	400	sy
P-4	4011004	Liquid Asphalt Binder PG64-22	42	tn
P-5	4013990	Mill Existing Asphalt Pavement (Nassau Rd)	1525	sy
P-6	4013990	Mill Existing Asphalt Pavement - Variable (Pope)	600	sy
P-7	4030310	Hot Mix Asphalt Intermediate Course Type A (Pope)	32	tn
P-8	4030320	Hot Mix Asphalt Surface Course Type B (Nassau Full Depth)	334	tn
P-9	4030320	Hot Mix Asphalt Surface Course Type B (Nassau Overlay)	153	tn
P-10	4030320	Hot Mix Asphalt Surface Course Type B (Pope Full Depth)	32	tn
P-11	4030320	Hot Mix Asphalt Surface Course Type B (Pope Overlay)	60	tn
P-12	4030320	Hot Mix Asphalt Surface Course Type B (Pope Inlay)	159	tn
P-13	4030360	Hot Mix Asphalt Surface Course Type E Leveling (Pope Overlay)	24	tn
P-14		Vehicular Paver Section	400	sy
P-15		Geogrid - Paver Underlayment	400	sy
P-16		4" Thick Concrete Sidewalk/Pathway	340	sy
P-17		Asphalt Pedestrian Pathway	311	sy
P-18		Stamped Asphalt	129	sy
EC-1	8100200	Temporary Cover	0.6	ac
EC-2	8152004	Inlet Structure Filter - Type F (Weighted)	1	ea
EC-3	8156200	Cleaning Inlet Structure Filters	38	ea
EC-4	8156211	Inlet Structure Filter - Type E (Catch Basin Type 1)	24	ea
EC-5	8156219	Inlet Structure Filter - Type A	13	ea
EC-6	8156490	Stabilized Construction Entrance	270	sy
M-1	1031000	Mobilization	1	ls
M-2	SP-1	Insurance and Bonds	1	ls
M-3	SP-2	Profit and Overhead	1	ls
M-4	1050800	Construction Staking, Lines and Grades	1	ls
M-5	SP-3	As-Built Survey	1	ls
M-6	1071000	Traffic Control	1	ls
M-7	6271005	4" White Broken Lines (Gaps Excl.) Thermoplastic - 90 mil.	500	lf
M-8	6271010	4" White Solid Lines Thermoplastic - 90 mil.	700	lf
M-9	6271020	12" White Solid Lines - Thermo. - 125 mil.	725	lf
M-10	6271025	24" White Solid Lines (Stop/Diag Lines) - Thermo. - 125 mil.	108	lf
M-11	6271030	White Single Arrows (LT, STRGHT, RT) Thermo. - 125 mil.	3	ea
M-12	6271035	White Word Message "ONLY" - Thermoplastic - 125 mil.	1	ea
M-13	6271040	White Combination Arrows (Str&Rt.) Thermo. - 125 mil.	1	ea
M-14	6271074	4" Yellow Solid Lines Thermoplastic - 90 mil.	230	lf
M-15	675027G	Furnish & Install 4.0" Shecdule 80 PVC Conduit	500	lf
M-16	675027O	Furnish & Install 6.0" Schedule 80 PVC Conduit	500	lf

SOUTH CAROLINA THOMAS & HUTTON ENGINEERING No. C00285 CERTIFICATE OF AUTHORIZATION

FOR REVIEW ONLY - NOT FOR CONSTRUCTION

NO.	REVISIONS	BY	DATE
1	REVISED PER TOWN HHI 95% COMMENTS DATED 6/23/16	JRS	7/7/16

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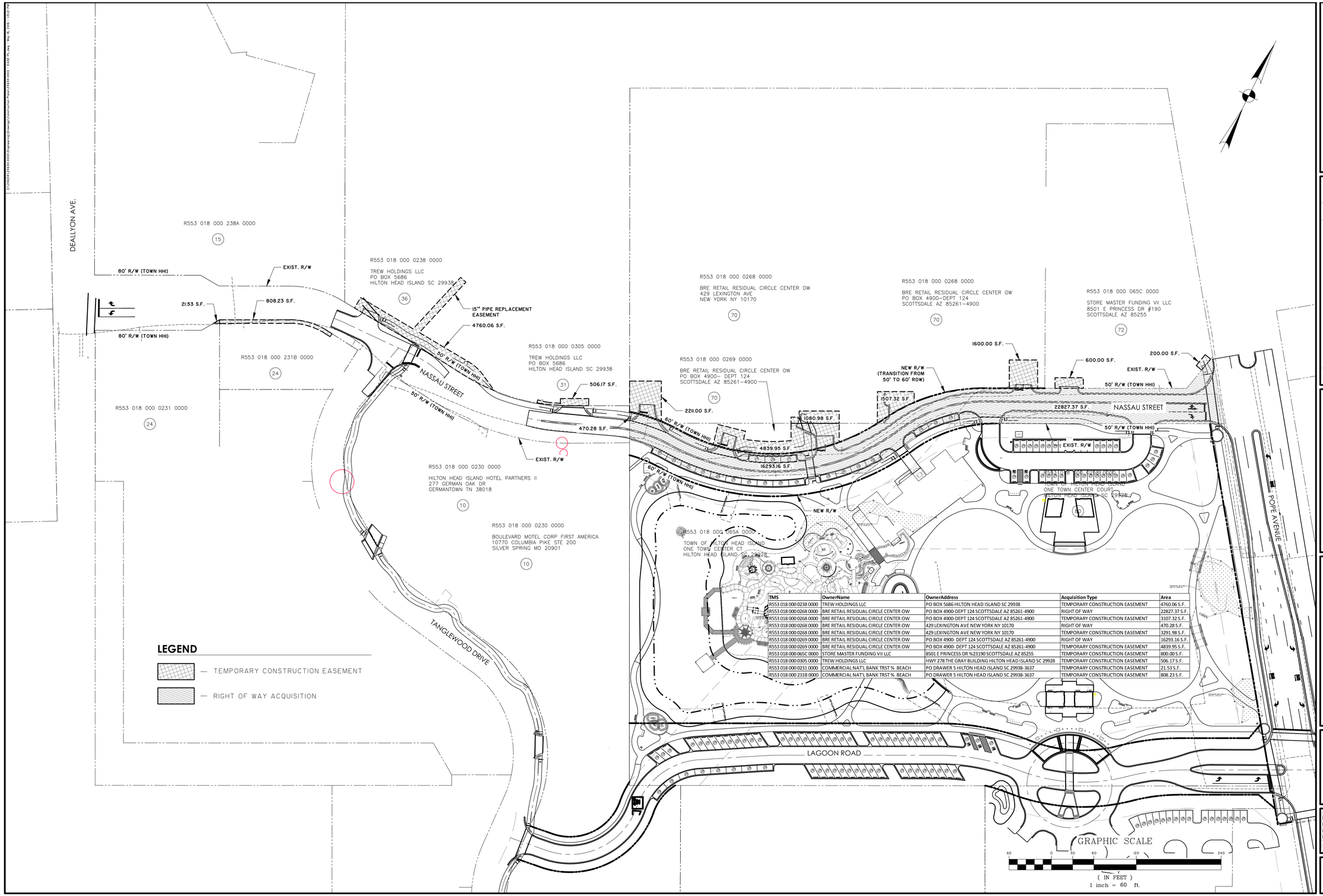
Savannah, GA 31405 • 912.234.5300
www.thomasandhutton.com

NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
SUMMARY OF ESTIMATED QUANTITIES

HILTON HEAD ISLAND, SOUTH CAROLINA
"THE PLANTATION ISLAND" EST. 1956

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	NTS

G2.1



LEGEND

— TEMPORARY CONSTRUCTION EASEMENT

— RIGHT OF WAY ACQUISITION

TMS	OwnerName	OwnerAddress	Acquisition Type	Area
R553 018 000 0238 0000	TREW HOLDINGS LLC	PO BOX 5686 HILTON HEAD ISLAND SC 29938	TEMPORARY CONSTRUCTION EASEMENT	4760.06 S.F.
R553 018 000 0268 0000	BRE RETAIL RESIDUAL CIRCLE CENTER OW	PO BOX 4900-DEPT 124 SCOTTSDALE AZ 85261-4900	RIGHT OF WAY	22827.37 S.F.
R553 018 000 0268 0000	BRE RETAIL RESIDUAL CIRCLE CENTER OW	PO BOX 4900-DEPT 124 SCOTTSDALE AZ 85261-4900	TEMPORARY CONSTRUCTION EASEMENT	3107.32 S.F.
R553 018 000 0268 0000	BRE RETAIL RESIDUAL CIRCLE CENTER OW	429 LEXINGTON AVE NEW YORK NY 10170	RIGHT OF WAY	470.28 S.F.
R553 018 000 0268 0000	BRE RETAIL RESIDUAL CIRCLE CENTER OW	429 LEXINGTON AVE NEW YORK NY 10170	TEMPORARY CONSTRUCTION EASEMENT	3291.98 S.F.
R553 018 000 0269 0000	BRE RETAIL RESIDUAL CIRCLE CENTER OW	PO BOX 4900- DEPT 124 SCOTTSDALE AZ 85261-4900	RIGHT OF WAY	16293.16 S.F.
R553 018 000 0269 0000	BRE RETAIL RESIDUAL CIRCLE CENTER OW	PO BOX 4900- DEPT 124 SCOTTSDALE AZ 85261-4900	TEMPORARY CONSTRUCTION EASEMENT	4839.95 S.F.
R553 018 000 065C 0000	STORE MASTER FUNDING VII LLC	8501 E PRINCESS DR %23190 SCOTTSDALE AZ 85255	TEMPORARY CONSTRUCTION EASEMENT	800.00 S.F.
R553 018 000 0305 0000	TREW HOLDINGS LLC	HWY 278 THE GRAY BUILDING HILTON HEAD ISLAND SC 29928	TEMPORARY CONSTRUCTION EASEMENT	506.17 S.F.
R553 018 000 0231 0000	COMMERCIAL NAT'L BANK TRST % BEACH	PO DRAWER 5 HILTON HEAD ISLAND SC 29938-3637	TEMPORARY CONSTRUCTION EASEMENT	21.53 S.F.
R553 018 000 231B 0000	COMMERCIAL NAT'L BANK TRST % BEACH	PO DRAWER 5 HILTON HEAD ISLAND SC 29938-3637	TEMPORARY CONSTRUCTION EASEMENT	808.23 S.F.

SOUTH CAROLINA THOMAS & HUTTON ENGINEERING No. C00285 CERTIFICATE OF AUTHORIZATION

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NASSAU STREET - PROJECT "A"

HILTON HEAD ISLAND, SOUTH CAROLINA

2017 COLIGNY ROADWAY PROJECTS

CONSTRUCTION & ACCESS EASEMENTS

HILTON HEAD ISLAND, SOUTH CAROLINA

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 60'

G3.1

GENERAL NOTES:

1. THE PURPOSE OF THE TRAFFIC CONTROL PLANS IS TO PROVIDE FOR A SEQUENCE OF CONSTRUCTION AND TRAFFIC CONTROL ALONG THE EXISTING ROAD TO BE WIDENED ON THIS PROJECT AND/OR BETWEEN ROADS THAT CROSS THROUGH CERTAIN PORTIONS OF THIS PROJECT. THE CONTRACTOR SHALL REFER TO THESE TRAFFIC CONTROL PLANS AND SPECIAL PROVISIONS FOR MAINTENANCE AND CONTROL OF TRAFFIC. THE SCDOT 2007 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. THE CONTRACTOR SHALL ALSO USE THE LATEST EDITION OF THE FOLLOWING: SCDOT STANDARD DRAWINGS FOR ROAD CONSTRUCTION, SCDOT SUPPLEMENTAL SPECIFICATIONS AND SOUTH CAROLINA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD).

2. THE TRAFFIC CONTROL PLANS, SPECIAL PROVISIONS, SPECIFICATIONS, STANDARD DRAWINGS LATEST EDITION, AND MUTCD SHALL NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITIES OF THE CONTRACTOR STATED IN SECTION 1034 OF THE SCDOT STANDARD SPECIFICATIONS.

3. AS AN ALTERNATIVE TO THE PROCEDURES DESCRIBED IN THE PLANS AND SPECIFICATIONS THE CONTRACTOR MAY SUBMIT A SEQUENCE OF CONSTRUCTION PLAN FOR THE TOWN'S APPROVAL. SUFFICIENT LEAD TIME FOR THE COUNTY'S REVIEW SHALL BE GIVEN BEFORE THE PRECONSTRUCTION CONFERENCE. INSUFFICIENT LEAD TIME OR NO SUBMISSION BY THE CONTRACTOR SHALL BE CONSTRUED AS ACCEPTANCE OF THE PROCEDURES OUTLINED HEREIN AND THE CONTRACTORS WILLINGNESS TO EXCISE SAME.

4. THE CONTRACTOR SHALL FURNISH AND INSTALL APPROPRIATE TRAFFIC CONTROL DEVICES TO EFFECTIVELY AND SAFELY SEPARATE OPPOSING TRAFFIC FLOWS, TRANSITION TRAFFIC FLOWS FROM ONE ROADWAY TO ANOTHER, SEPARATE TRAFFIC FLOWS FROM CONSTRUCTION ACTIVITIES AND ZONES, ETC. IN ACCORDANCE WITH PART VI OF THE MANUAL OF TRAFFIC CONTROL DEVICES, LATEST EDITION, THE PLANS, SPECIFICATIONS, STANDARD DRAWINGS, AND THE ENGINEER. THE EXACT LOCATION OF ALL TRAFFIC CONTROL DEVICES MAY REQUIRE ADJUSTMENTS DUE TO HORIZONTAL AND/OR VERTICAL ALIGNMENTS AND/OR VARIOUS SIGHT RESTRICTIONS AND SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER.

5. THE TRAFFIC CONTROL PLANS MAY CONSIST OF STAGES AND ASSOCIATED PHASES OF CONSTRUCTION. EACH STAGE AND PHASE INDICATES THE LOCATIONS OF EXISTING TRAVEL LANES OPEN TO TRAFFIC DURING THAT PERIOD AND THE CONSTRUCTION OF ROADWAYS, CROSSOVERS, MAJOR DRAINAGE SYSTEM, ETC. WHICH MUST BE COMPLETE BY THE END OF THAT STAGE AND PHASE SUFFICIENT TO RECEIVE TRAFFIC ON THE FOLLOWING PHASE OR STAGE .

6. THE CONTRACTOR MAY COMMENCE WORK ON ANY PROPOSED CONSTRUCTION ACTIVITY DURING AN EARLIER STAGE OR PHASE THAN INDICATED IN THE TRAFFIC CONTROL PLANS PROVIDED THE WORK DOES NOT INTERFERE WITH TRAFFIC SPECIFICATIONS, STANDARD DRAWINGS, OR MUTCD.

7. THE EXISTING TOPO AND PROPOSED CONSTRUCTION SHOWN IN THE TRAFFIC CONTROL PLANS IS NOT NECESSARILY COMPLETE. THE CONTRACTOR SHALL REFER TO THE ROADWAY CONSTRUCTION PLANS, GRADING AND DRAINAGE PLANS, UTILITY PLANS, OTHER MISCELLANEOUS CONSTRUCTION PLANS AND TO FIELD OBSERVATIONS REGARDING EXISTING TOPO AND PROPOSED CONSTRUCTION. IN ADDITION, IT IS THE CONTRACTOR'S RESPONSIBILITY TO BECOME FULLY AWARE OF THE EXISTING TOPO AND UTILITIES WITHIN THE PROJECT AND THEIR RELOCATIONS PRIOR TO COMMENCING ANY PORTION OF THE WORK.

8. ALL EARTHWORK OPERATIONS MUST INCLUDE THE CONSTRUCTION OF ALL PERMANENT AND ANY NECESSARY TEMPORARY DRAINAGE SYSTEMS WHETHER OR NOT SHOWN IN THE TRAFFIC CONTROL PLANS TO DRAIN THE PROJECT TO THE SAME EXTENT AS THE EXISTING DRAINAGE SYSTEM AND TO PROTECT ALL NEWLY CONSTRUCTED SUBGRADES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PERFORM ALL DRAINAGE AND OTHER INCIDENTAL ITEMS OF CONSTRUCTION AS DEPICTED ON THE CONSTRUCTION DOCUMENTS AND AS APPLICABLE TO EACH STAGE AND PHASE OF CONSTRUCTION.

9. THE CONTRACTOR SHALL MAINTAIN A CLEAR DISTANCE BETWEEN THE EDGE OF THE TRAVEL WAY CURRENTLY BEING UTILIZED AND CONSTRUCTION ACTIVITIES AND EQUIPMENT AS PRESCRIBED IN THE 2007 SCDOT STANDARD SPECIFICATION FOR HIGHWAY CONSTRUCTION SECTION 601.

10. THE CONTRACTOR SHALL REFER TO THE TYPICAL SECTIONS, ROADWAY CONSTRUCTION PLANS AND PAVING PLANS FOR ACTUAL PROPOSED PAVEMENT CONSTRUCTION.

11. NO TEMPORARY PAVEMENT MARKINGS OR TEMPORARY MARKERS SHALL BE APPLIED TO A FINAL SURFACE COURSE UNLESS OTHERWISE DIRECTED.

12. DROP-OFFS GREATER THAN 2 INCHES ADJACENT TO TRAFFIC SHALL BE PROHIBITED. HOWEVER, A DROP-OFF IN EXCESS OF 2 INCHES MAY BE PERMITTED IF THE CONTRACTOR IS ACTIVELY ENGAGED IN CONSTRUCTION ACTIVITIES IN THE IMMEDIATE VICINITY OF THE DROP-OFF. THESE DROP-OFFS SHALL BE ELIMINATED AT THE END OF EACH DAYS WORK IN ORDER TO PROVIDE FOR THE SAFE MOVEMENT OF TRAFFIC DURING A ROUGH GRADING OPERATION. THE EARTH ADJACENT TO A TRAVEL LANE OPEN TO TRAFFIC SHALL BE EXCAVATED AT THE END OF EACH DAYS WORK IN SUCH A MANNER SO AS TO MAINTAIN A SLOPE NO STEEPER THAN 6:1 AWAY FROM THE EDGE OF THIS TRAVEL LANE UNTIL THE FINE GRADING OPERATIONS IS COMMENCED. AS THE FINE GRADING OPERATION PROCEEDS AND THE 6.1 EARTH SLOPES REMOVED, THE CONTRACTOR SHALL PROVIDE FOR THE SAFE MOVEMENT OF TRAFFIC AT THE END OF EACH DAY'S WORK BY PLACING MATERIAL AS APPROVED BY THE ENGINEER ADJACENT TO THE TRAVEL LANE IN SUCH A MANNER SO AS TO MAINTAIN A SLOPE NO STEEPER THAN 6:1 AWAY FROM THE EDGE OF PAVEMENT. NON-TRAVERSABLE EXCAVATIONS (E.G. CATCH BASIN) LOCATED ADJACENT TO INTERSECTING THOROUGHFARES OR DRIVEWAYS OR AREAS SUSCEPTIBLE TO ENCROACHMENT BY ERRANT VEHICLES AS DETERMINED BY THE ENGINEER SHALL BE COVERED WITH METAL PLATES CAPABLE OF SUSTAINING VEHICULAR TRAFFIC WHEN WITHIN 15 FEET OF A TRAVEL LANE OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL OR TEMPORARY CONCRETE BARRIER. THESE EXCAVATIONS SHALL BE SUPPLEMENTED WITH TWO OR MORE 4-FOOT TYPE II BARRICADES. DROP-OFFS GREATER THAN 2 INCHES SHALL BE PROHIBITED BETWEEN ADJACENT TRAVEL LANES OPEN TO TRAFFIC DURING MILLING, RESURFACING, OR ANY SIMILAR OPERATIONS. ACCEPTABLE DROP-OFFS, LESS THAN OR EQUAL TO 2 INCHES ON MULTI-LANE FACILITIES SHALL BE RESTRICTED TO NO MORE THAN ONE DROP-OFF BETWEEN THOSE ADJACENT TRAVEL LANES CARRYING TRAFFIC IN THE SAME DIRECTION DURING MILLING OPERATIONS. THE GRADE ELEVATION DIFFERENCE BETWEEN TRAVEL LANES SHALL NOT EXCEED 1 INCH WHEN OPENED TO TRAFFIC . ALL RESTRICTIONS REGARDING GRADE ELEVATION DIFFERENCES AND LANE CLOSURES SHALL BE OBSERVED BY MAINTAINING A CONSTRUCTION SCHEDULE AS APPROVED BY THE ENGINEER FOR ALL FULL DEPTH PATCHING, MILLING, ASPHALT CONCRETE BINDER COURSE PLACEMENT, ASPHALT CONCRETE SURFACE COURSE PLACEMENT OR SIMILAR OPERATIONS.

13. SIGNS, BARRICADES, PAVEMENT MARKINGS, DRUMS, OTHER TRAFFIC CONTROL DEVICES, ETC. REQUIRED FOR A PARTICULAR STAGE AND PHASE OF CONSTRUCTION SHALL BE IN PLACE PRIOR TO BEGINNING THE APPLICABLE CONSTRUCTION. COVERING, REMOVAL OR RELOCATION OF EXISTING SIGNS FOR A PARTICULAR CONSTRUCTION STAGE OR PHASE SHALL BE ACCOMPLISHED PROMPTLY DURING TRANSITION TO THAT STAGE AND PHASE. TEMPORARY SIGNS SHALL BE PROMPTLY REMOVED WHEN NO LONGER APPLICABLE.

14. ADDITIONAL TEMPORARY TRAFFIC CONTROL SIGNS AND/OR MESSAGE SIGNS MAY BE NECESSARY TO PROVIDE CLEAR DIRECTIONS TO THE PUBLIC. THESE SIGNS SHALL BE USED IN ACCORDANCE WITH THE SCDOT STANDARD DRAWINGS, MUTCD, OR AT THE DISCRETION OF THE ENGINEER.

15. ALL TRAFFIC CONTROL DEVICES THAT ARE UTILIZED DURING NIGHT TIME HOURS WILL MEET ILLUMINATION AND REFLECTIVE STANDARDS OF THE DEPARTMENT OR AS DIRECTED BY THE ENGINEER.

16. ALL SIGNS PROVIDED BY THE CONTRACTOR SHALL BE FABRICATED FROM NEW MATERIALS SPECIFICALLY FOR THIS PROJECT. ALL FLAT SHEET SIGNS, DRUMS, AND BARRICADES SHALL BE REFLECTORIZED WITH TYPE III HIGH INTENSITY REFLECTORIZED SHEETING.

17. TYPE III BARRICADES, SUPPLEMENTED WITH "ROAD CLOSED" SIGNS (R11-2 48), SHALL BE UTILIZED FOR ROAD CLOSURES . SCHEMES OF NO LESS THAN THREE BARRICADE ASSEMBLIES SHALL BE REQUIRED. ONLY ROLL UP FABRIC SIGNS ARE ACCEPTABLE FOR ATTACHMENT TO BARRICADES. ATTACHING RIGID SIGNS CONSTRUCTED FROM ALUMINUM SUBSTRATUM OR OTHER RIGID MATERIAL IS PROHIBITED.

18. TYPE II BARRICADES SHALL BE THE TRAFFIC CONTROL DEVICE UTILIZED FOR TAPER SECTIONS OR LANE CLOSURES.

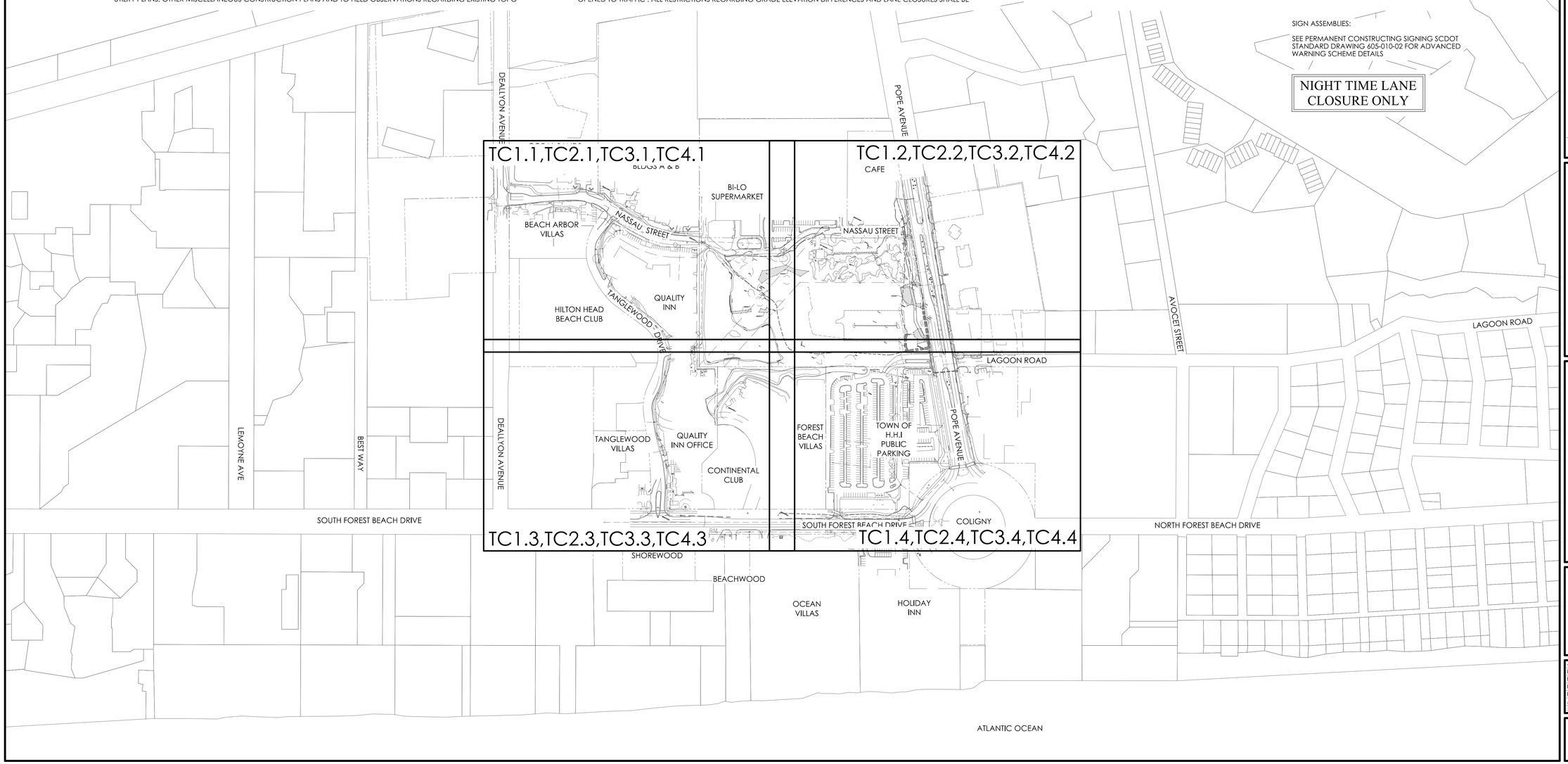
19. ALL CORNER RADII AT INTERSECTIONS SHALL CONSIST OF NO LESS THAN FOUR DRUMS ALIGNED SO AS TO CREATE A RADIUS OF NO LESS THAN 50 FEET AND NO LESS THAN A FOUR DRUM CONFIGURATION SPACED AT 20-FOOT INTERVALS ADJACENT TO THE RADIUS.

20. IF THE TRAFFIC CONTROL IS NOT MAINTAINED ACCORDING TO THE MUTCD , AGREED UPON CONSTRUCTION SEQUENCE AND THE PLANS, THE COUNTY RESERVES THE RIGHT TO RESTRICT CONSTRUCTION OPERATIONS AND/OR WITHHOLD MONTHLY ESTIMATES.

SIGN ASSEMBLIES:

SEE PERMANENT CONSTRUCTING SIGNING SCDOT STANDARD DRAWING 605-010-02 FOR ADVANCED WARNING SCHEME DETAILS

NIGHT TIME LANE CLOSURE ONLY



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NO.	REVISIONS	BY	DATE
1	REVISED PER TOWN HHI COMMENTS DATED 6/3/16	JBJ	6/21/16

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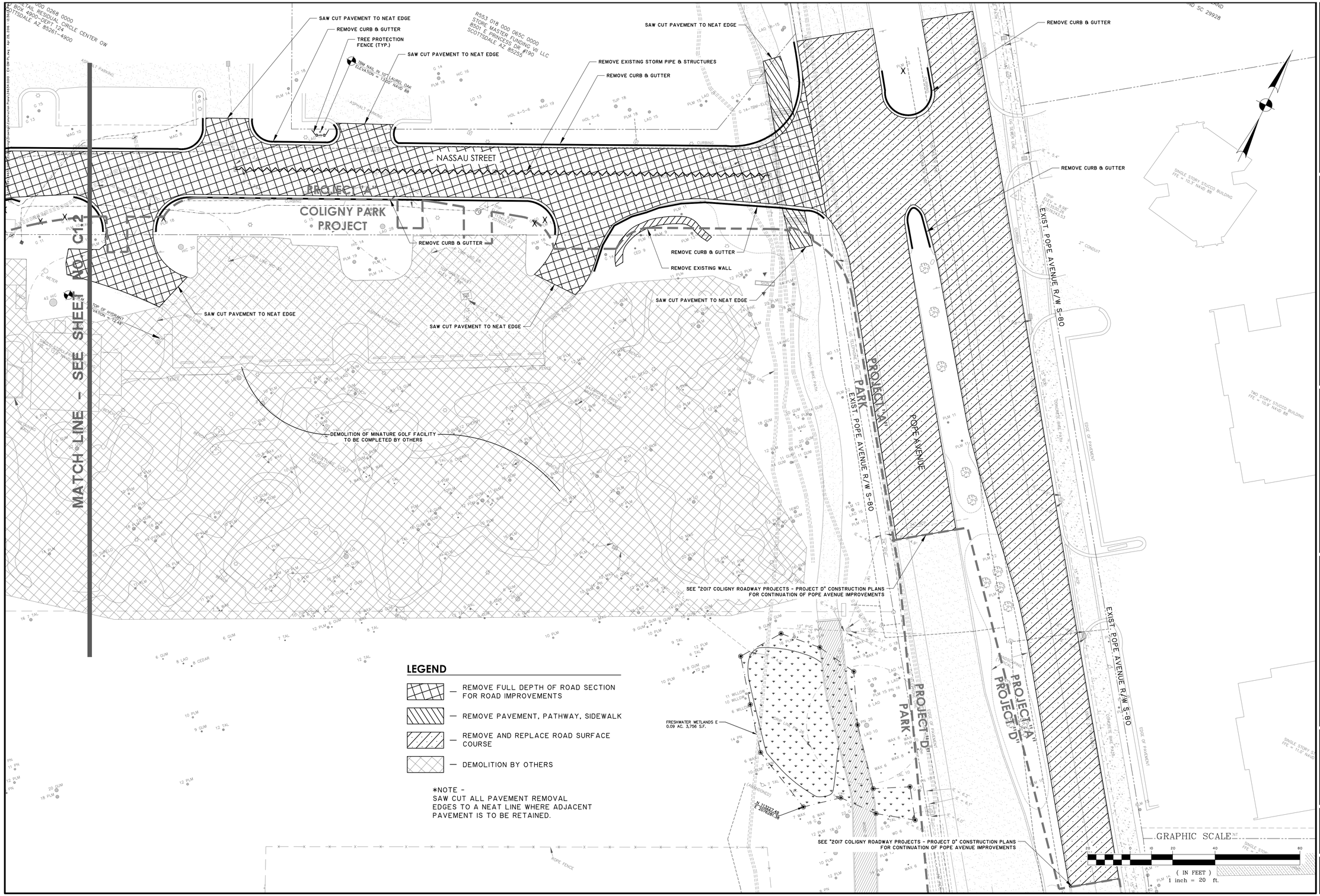
NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
TRAFFIC CONTROL NOTES AND INDEX

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 200'

G4.1



LEGEND

- REMOVE FULL DEPTH OF ROAD SECTION FOR ROAD IMPROVEMENTS
- REMOVE PAVEMENT, PATHWAY, SIDEWALK
- REMOVE AND REPLACE ROAD SURFACE COURSE
- DEMOLITION BY OTHERS

*NOTE -
SAW CUT ALL PAVEMENT REMOVAL EDGES TO A NEAT LINE WHERE ADJACENT PAVEMENT IS TO BE RETAINED.

SOUTH CAROLINA
THOMAS & HUTTON ENGINEERING CO.
No. C00285
CERTIFICATE OF AUTHORITY

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NASSAU STREET - PROJECT "A"

HILTON HEAD ISLAND, SOUTH CAROLINA

2017 COLIGNY ROADWAY PROJECTS

EXIST. CONDITIONS & DEMOLITION PLAN

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 20'

C1.1

LEGEND

- REMOVE FULL DEPTH OF ROAD SECTION FOR ROAD IMPROVEMENTS
- REMOVE PAVEMENT, PATHWAY, SIDEWALK
- DEMOLITION BY OTHERS

*NOTE -
SAW CUT ALL PAVEMENT REMOVAL EDGES TO A NEAT LINE WHERE ADJACENT PAVEMENT IS TO BE RETAINED.

MATCH LINE - SEE SHEET NO. C1.3

MATCH LINE - SEE SHEET NO. C1.1

R553 018 000 0268 0000
BRE RETAIL RESIDUAL CIRCLE CENTER OW
Owner Address 429 LEXINGTON AVE
NEW YORK NY 10170

R553 018 000 0268 0000
BRE RETAIL RESIDUAL CIRCLE CENTER OW
PO BOX 4900-DEPT 124
SCOTTSDALE AZ 85261-4900

R553 018 000 0305 0000
PHC HOLDINGS LLC
PO BOX 2666
HILTON HEAD ISLAND SC 29938

R553 018 000 0269 0000
BRE RETAIL RESIDUAL CIRCLE CENTER OW
PO BOX 4900-DEPT 124
SCOTTSDALE AZ 85261-4900

R553 018 000 0654 0000
TOWN OF HILTON HEAD ISL SC
1 TOWN CENTER CT
HILTON HEAD ISL SC 29928

SINGLE STORY STUCCO BUILDING
FFE = 13.0' NAVD 88

EXISTING 18" RCP TO BE ABANDONED FROM GRATE INLET TO LIMITS OF ROAD IMPROVEMENTS. CONTRACTOR TO BRICK AND MORTAR BOTH ENDS OF EXISTING 18" RCP AND FILL VOID SPACE WITH FLOWABLE FILL.

SAW CUT PAVEMENT TO NEAT EDGE

REMOVE 18" RCP WITHIN THE LIMITS OF THE ROAD IMPROVEMENTS

REMOVE EXISTING STORM PIPE

!!!CAUTION!!! EXISTING SANITARY SEWER LINE TO REMAIN ACTIVE THROUGHOUT CONSTRUCTION UNLESS OTHERWISE NOTED. CONTRACTOR TO USE CAUTION AND DO NOT DISTURB WHEN WORKING OVER OR ADJACENT TO GRAVITY LINE.

SAW CUT PAVEMENT TO NEAT EDGE

SAW CUT PAVEMENT TO NEAT EDGE

REMOVE CURB & GUTTER

REMOVE EXISTING WATER MAIN UP TO PROPOSED POINT OF CONNECTION (SEE W&S SHEET)

SAW CUT PAVEMENT TO NEAT EDGE

REMOVE EXISTING STORM PIPE & STRUCTURES

REMOVE CURB & GUTTER

REMOVE CURB & GUTTER

REMOVE TIMBER WALL

TREE PROTECTION FENCE (TYP.)

REMOVE TIMBER WALL

TREE PROTECTION FENCE (TYP.)

NASSAU STREET

PROJECT "A" PARK

REMOVE EXISTING STORM PIPE & STRUCTURES

TREE TO BE REMOVED (TYP.)

REMOVE EXISTING WATER MAIN UP TO PROPOSED POINT OF CONNECTION (SEE SHEET C2.3)

DEMOLITION OF MINATURE GOLF FACILITY TO BE COMPLETED BY OTHERS

WETLANDS

FRESHWATER WETLANDS C
0.11 AC. 4,709 S.F.

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

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No. C00285
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NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
EXIST. CONDITIONS & DEMOLITION PLAN

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
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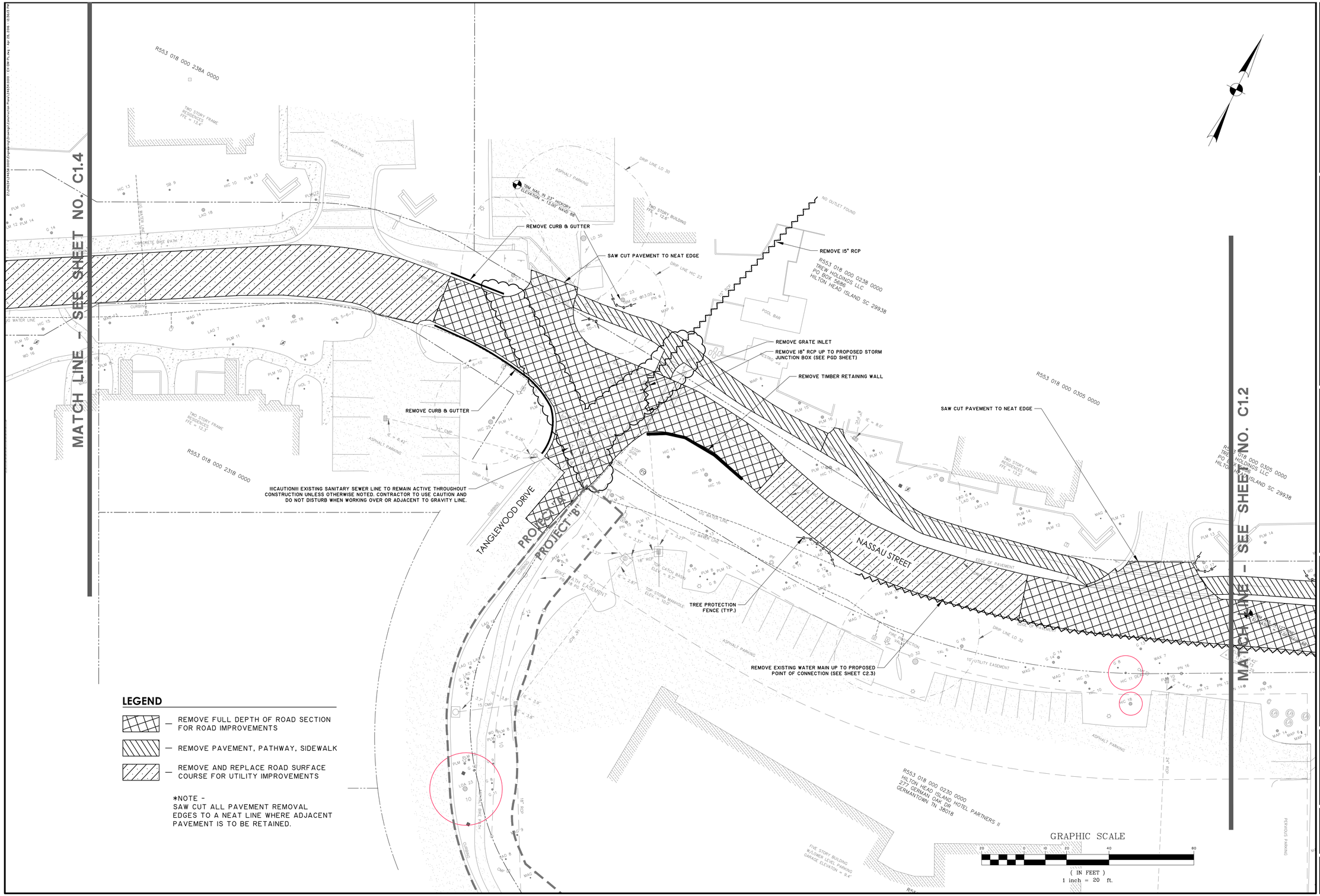
APPROVED:	SKM
SCALE:	1" = 20'

C1.2



LEGEND

- REMOVE FULL DEPTH OF ROAD SECTION FOR ROAD IMPROVEMENTS
- REMOVE PAVEMENT, PATHWAY, SIDEWALK
- REMOVE AND REPLACE ROAD SURFACE COURSE FOR UTILITY IMPROVEMENTS

*NOTE -
SAW CUT ALL PAVEMENT REMOVAL EDGES TO A NEAT LINE WHERE ADJACENT PAVEMENT IS TO BE RETAINED.

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NO.	REVISIONS	BY	DATE
1	REVISED PER TOWN HHI 95% COMMENTS DATED 6/23/16	JRS	7/7/16

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NASSAU STREET – PROJECT "A"

HILTON HEAD ISLAND, SOUTH CAROLINA

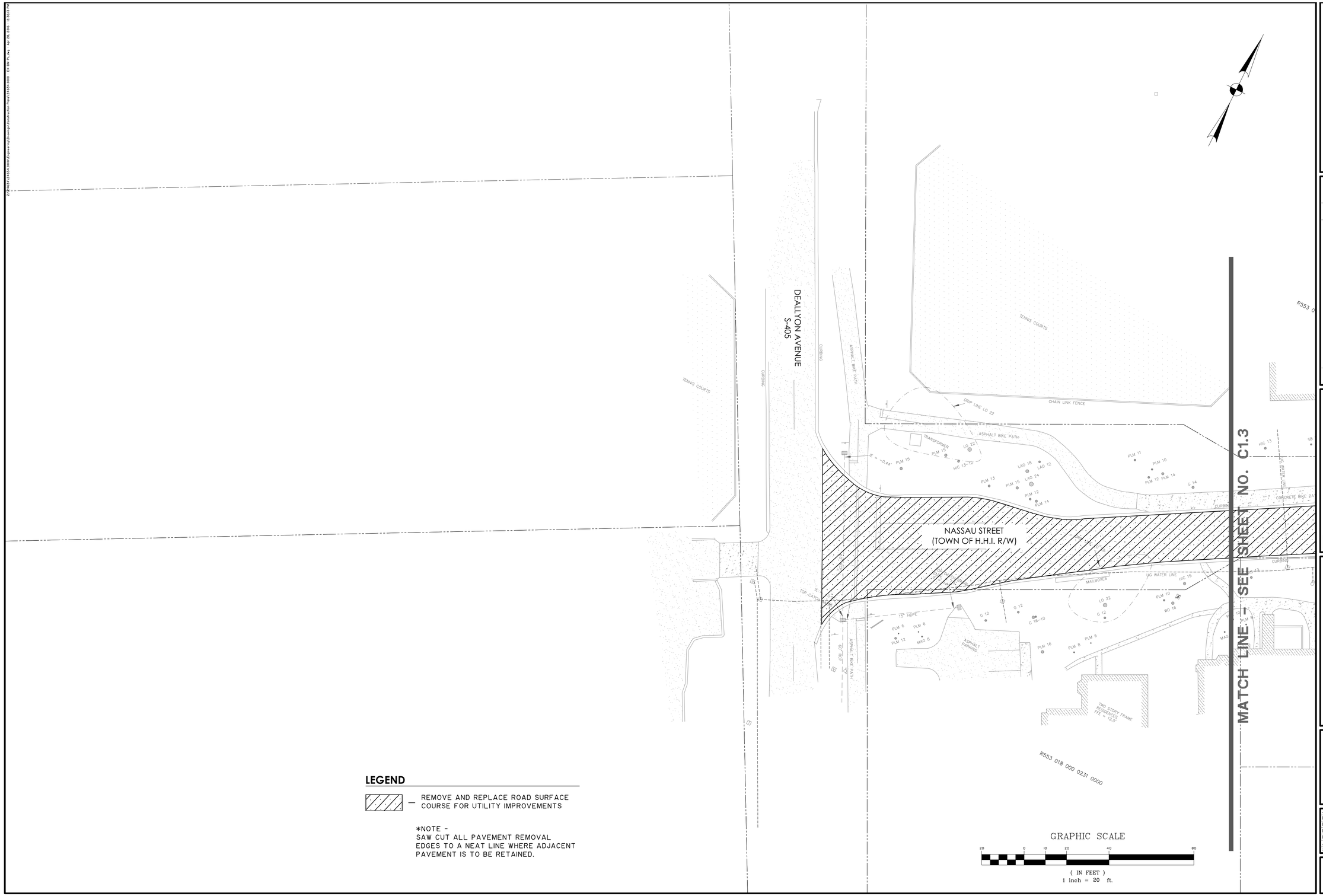
2017 COLIGNY ROADWAY PROJECTS

EXIST. CONDITIONS & DEMOLITION PLAN

TOWN OF HILTON HEAD ISLAND SOUTH CAROLINA

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 20'

C1.3



LEGEND

REMOVE AND REPLACE ROAD SURFACE COURSE FOR UTILITY IMPROVEMENTS

*NOTE -
SAW CUT ALL PAVEMENT REMOVAL EDGES TO A NEAT LINE WHERE ADJACENT PAVEMENT IS TO BE RETAINED.

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NO.	REVISIONS	BY	DATE

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NASSAU STREET - PROJECT "A"

HILTON HEAD ISLAND, SOUTH CAROLINA

2017 COLIGNY ROADWAY PROJECTS

EXIST. CONDITIONS & DEMOLITION PLAN

JOB NO:	J-24634.0010
DATE:	8/12/16
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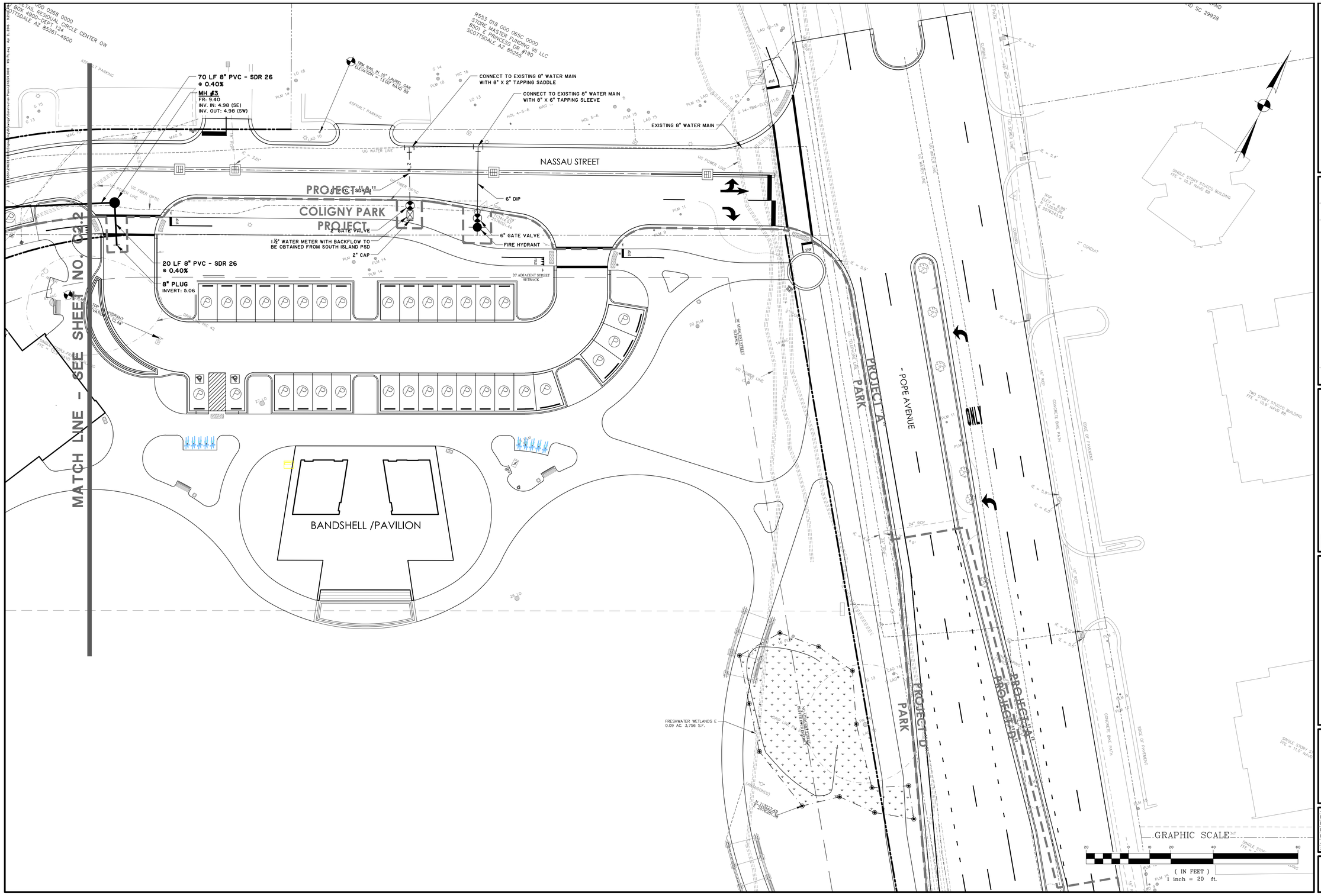
APPROVED:	SKM
SCALE:	1" = 20'

C1.4



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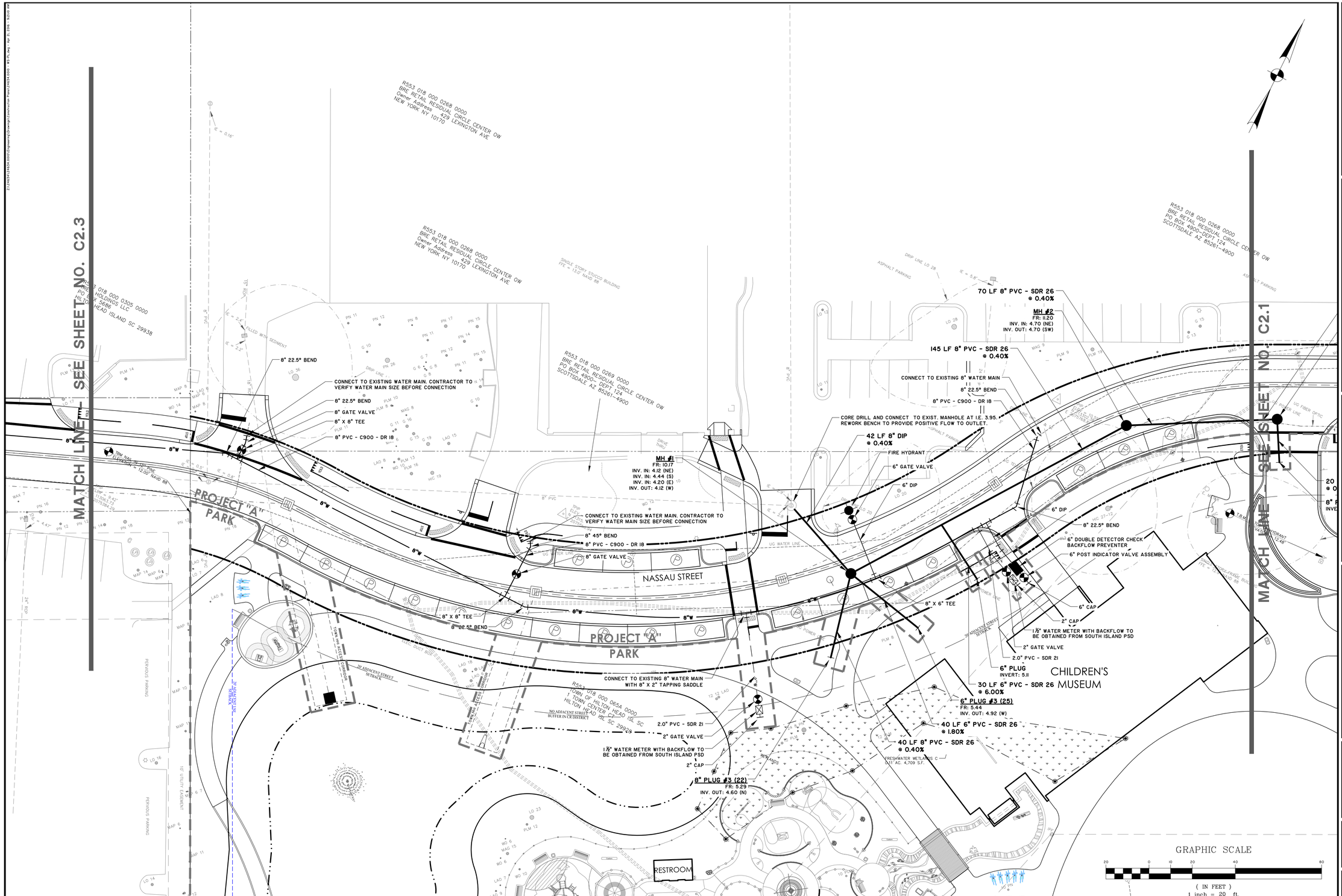
NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
WATER AND SEWER PLAN

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 20'

C2.1



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NO.	REVISIONS	BY	DATE
1	REVISED PER TOWN HHI 95% COMMENTS DATED 6/23/16	JRS	7/7/16

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NASSAU STREET - PROJECT "A"

HILTON HEAD ISLAND, SOUTH CAROLINA

2017 COLIGNY ROADWAY PROJECTS

WATER AND SEWER PLAN

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
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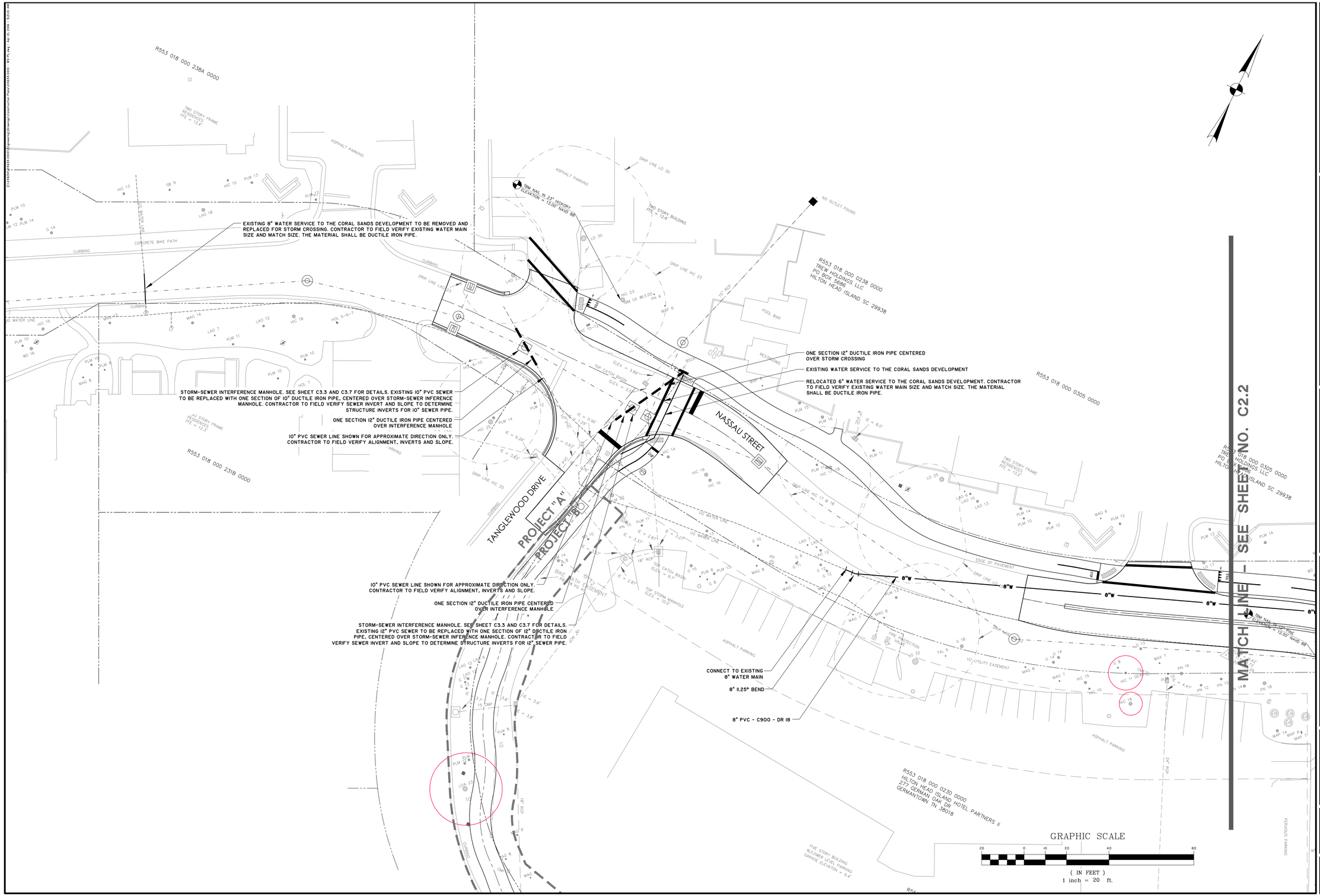
C2.2



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NASSAU STREET - PROJECT "A"

HILTON HEAD ISLAND, SOUTH CAROLINA

2017 COLIGNY ROADWAY PROJECTS

WATER AND SEWER PLAN

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
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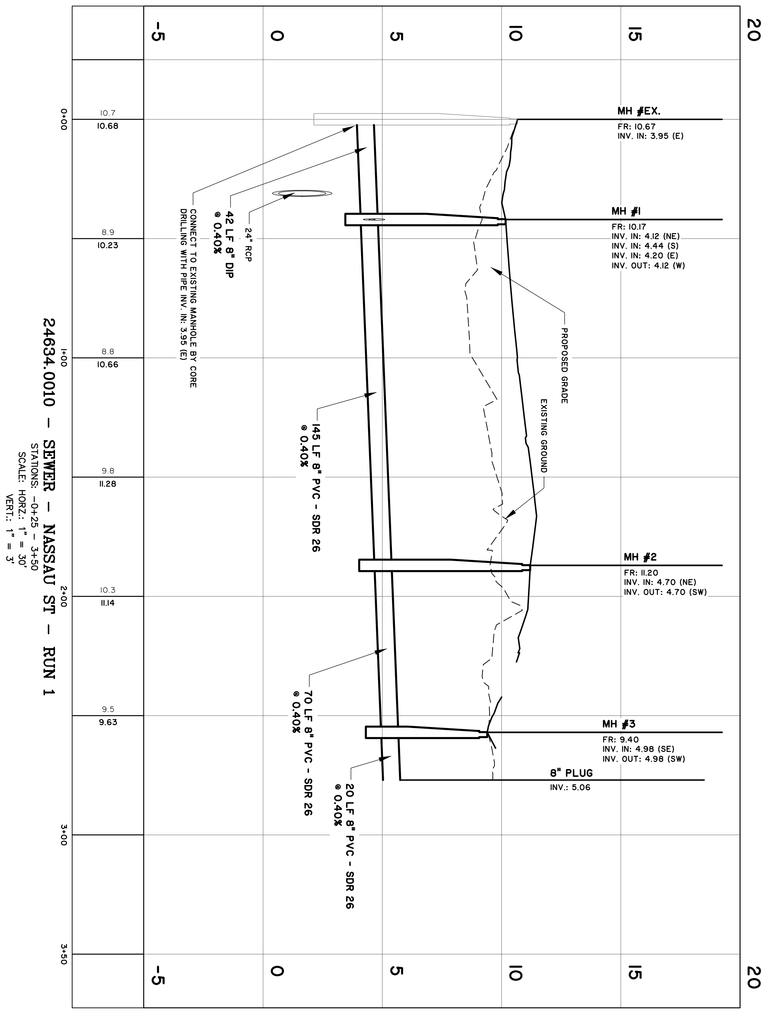
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 20'

C2.3



24634.0010 – SEWER – NASSAU ST – RUN 1

STATIONS: -0+25 – 3+50
SCALE: HORZ.: 1" = 30'
VERT.: 1" = 3'

C2.4

JOB NO: J-24634.0010
DATE: 8/12/16
DRAWN: JBJ
DESIGNED: JRS
REVIEWED: SKM
APPROVED: SKM
SCALE: 1"=30'

NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA

2017 COLIGNY ROADWAY PROJECTS

SANITARY SEWER PROFILES

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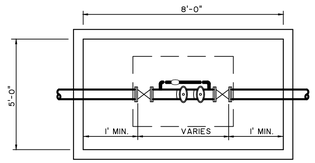
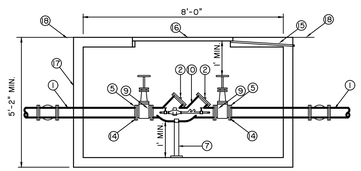
MATERAILS		
ITEM	QUAN.	DESCRIPTION
1	2	6" DUCTILE IRON PIPE
2	2	BRASS PLUGS INSERTED IN TEST COCKS
5	4	6" MECHANICAL FLANGE
7	1	PIPE STAND WITH 12"x12" BASE PLATE
9	2	6" OS&Y RESILIENT SEAT GATE VALVE
10	1	6" DOUBLE CHECK DETECTOR ASSEMBLY EQUIVALENT TO
–	–	WATTS 709-DCDA OR FEBCO 806YD
14	2	RETAINER GLANDS
15	1	HATCH COVER DRAIN
16	1	ALUMINUM LID WITH HATCH COVER (HALLIDAY OR EQUIVALENT))
17	1	PRECAST OR BLOCK COATED W/ 1/8" FOSROC OR EQUIVALENT
18		FINISH GRADE



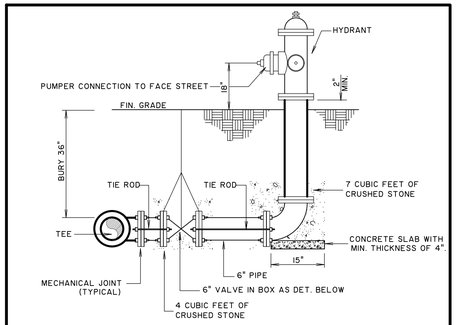
PLAN



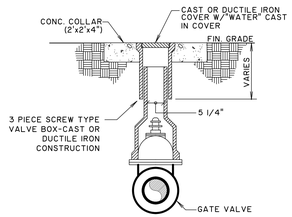
SECTION

W2A
OCT. 2008
THOMAS & HUTTON ENGINEERING CO.

DOUBLE CHECK DETECTOR ASSEMBLY IN VAULT
NOT TO SCALE



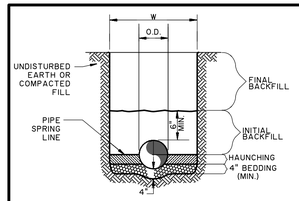
SECTION



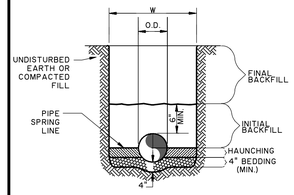
VALVE SECTION

W8
OCT. 2008
THOMAS & HUTTON ENGINEERING CO.

FIRE HYDRANT DETAIL
NOT TO SCALE



WATER LINE
NOT TO SCALE



SANITARY SEWER
NOT TO SCALE

PIPE DIA.	W
≤12"	O.D. OF PIPE + (12" TO 18")
>12"	≥ O.D. OF PIPE + 18"

GENERAL NOTES

1. BEDDING SHALL BE CLASS I-A WORKED BY HAND. IF GROUNDWATER IS ANTICIPATED, THEN BEDDING SHALL BE CLASS I-B COMPACTED TO 85% STANDARD PROCTOR.
2. HAUNCHING SHALL BE WORKED AROUND THE PIPE BY HAND TO ELIMINATE VOIDS AND SHALL BE CLASS I-A OR CLASS I-B OR CLASS II COMPACTED TO 85% PROCTOR.
3. INITIAL BACKFILL SHALL BE CLASS I-A WORKED BY HAND, OR CLASS I-B OR CLASS II COMPACTED TO 85% STANDARD PROCTOR.
4. INITIAL BACKFILL NOT UNDER PAVED AREAS CAN BE CLASS III COMPACTED TO 90% STANDARD PROCTOR.
5. FINAL BACKFILL SHALL BE CLASS I, II, OR III COMPACTED AS NOTED IN NOTES 3 AND 4.
6. FINAL BACKFILL NOT UNDER PAVED AREAS CAN BE CLASS IV-A COMPACTED TO 95% STANDARD PROCTOR.
7. ALL MATERIALS ARE CLASSIFIED IN ACCORDANCE WITH ASTM D 2321-89.
8. ALL MATERIALS SHALL BE INSTALLED IN MAXIMUM 8" LOOSE LIFTS IN ACCORDANCE WITH ASTM D 698. CLASS III AND IV-A MATERIALS SHALL BE COMPACTED NEAR OPTIMUM MOISTURE CONTENT.
9. FILL SALVAGED FROM EXCAVATION SHALL BE FREE OF DEBRIS, ORGANICS AND ROCKS LARGER THAN 3".
10. ALL TRENCH EXCAVATIONS SHALL BE SLOPED, SHORED, SHEETED, BRACED, OR OTHERWISE SUPPORTED IN COMPLIANCE WITH OSHA REGULATIONS AND LOCAL ORDINANCES. (SEE SPECIFICATIONS)

W31
OCT. 2008
THOMAS & HUTTON ENGINEERING CO.

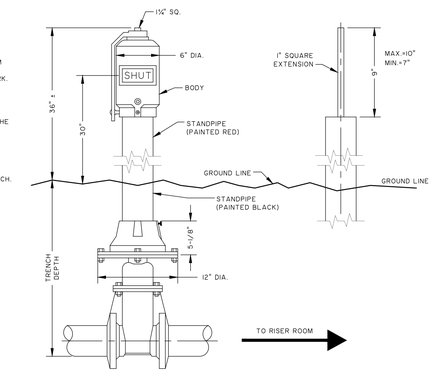
UTILITY TRENCH AND BEDDING
NOT TO SCALE

FIELD ADJUSTMENT INSTRUCTIONS

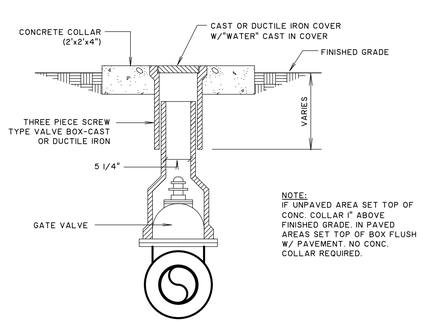
1. REMOVE THE BODY FROM THE TOP OF THE INDICATOR POST ASSEMBLY.
2. CUT THE REQUIRED LENGTH OFF THE BOTTOM OF THE STANDPIPE FOR THE GROUND LINE TO MATCH UP WITH STANDPIPE GROUND LINE MARK.
3. CUT THE 1" SQ. EXTENSION AT A DISTANCE OF 9" ABOVE THE TOP OF THE STANDPIPE.
4. SET THE "OPEN" AND "SHUT" TARGETS FOR THE APPROPRIATE VALVE SIZE.
5. RE-ATTACH THE BODY TO THE TOP OF THE INDICATOR POST ASSEMBLY.
6. ALL PIV(s) SHALL BE INSTALLED WITH AN ELECTRONICALLY CONTROLLED TAMPER SWITCH.

NOTE:

POST INDICATOR VALVE SHALL BE LOCATED AT A MINIMUM 5-ft FROM BUILDING



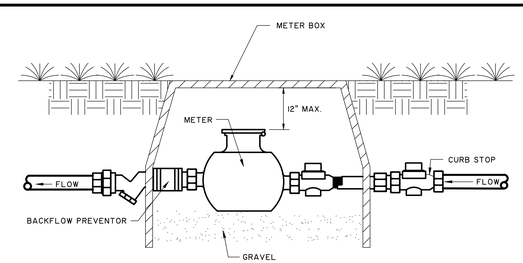
POST INDICATOR & POST INDICATOR VALVE



NOTE:
IF UNPAVED AREA SET TOP OF CONC. COLLAR 1" ABOVE FINISHED GRADE. IN PAVED AREAS SET TOP OF BOX FLUSH W/ PAVEMENT. NO CONC. COLLAR REQUIRED.

W10
OCT. 2008
THOMAS & HUTTON ENGINEERING CO.

VALVE BOX DETAIL
NOT TO SCALE



NOTES:

1. APPLICABLE TO ALL NEW RESIDENCES (ONE AND TWO STORY).
2. APPLICABLE TO 3/4", 5/8" AND 1" ONLY.

W29
OCT. 2008
THOMAS & HUTTON ENGINEERING CO.

WATER METER W/BACKFLOW PREVENTOR
NOT TO SCALE

NOTE:
ALL WATER AND WASTEWATER SYSTEM COMPONENTS TO MEET SOUTH ISLAND PUBLIC SERVICE DISTRICT (SIPSD) REQUIREMENTS. IN THE EVENT THAT CERTAIN ELEMENTS SPECIFIED HEREON, CONFLICTS WITH THE REQUIREMENTS OF SIPSD, CONTRACTOR SHALL COMPLY WITH SIPSD REQUIREMENTS.

SOUTH CAROLINA THOMAS & HUTTON ENGINEERING No. C00285 CERTIFICATE OF AUTHORIZATION

FOR REVIEW ONLY - NOT FOR CONSTRUCTION

NO.	REVISIONS	BY	DATE

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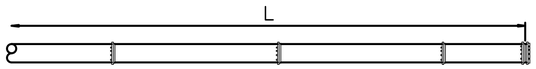
NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
WATER AND SEWER DETAILS

SOUTH CAROLINA HILTON HEAD ISLAND REGISTERED PROFESSIONAL ENGINEER

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	AS NOTED

C2.5



DUCTILE IRON LINE

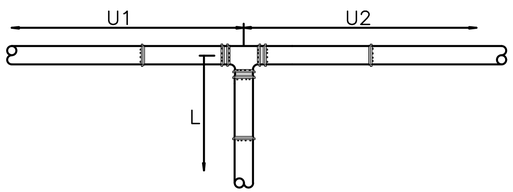
PIPE DIA.	L
4	28
6	40
8	52
10	62
12	73
16	94
20	114
24	132

PVC LINE

PIPE DIA.	L
4	52
6	74
8	96
10	115
12	136

NOTES:
1. LENGTH OF RESTRAINT SHOWN IS IN FEET.
2. WHERE LINES CONSIST OF BOTH DUCTILE IRON AND PVC WITHIN THE LIMITS OF REQUIRED RESTRAINT, LIMITS FOR PVC SHALL APPLY.

DEAD END RESTRAINT



NOTES:
1. LENGTH OF RESTRAINT SHOWN IS IN FEET.
2. WHERE LINES CONSIST OF BOTH DUCTILE IRON AND PVC WITHIN THE LIMITS OF REQUIRED RESTRAINT, LIMITS FOR PVC SHALL APPLY.
3. UI AND U2 = UNINTERRUPTED STRAIGHT RUNS OF PIPE IN EACH DIRECTION.
4. Ur = THE SMALLER OF UI OR U2.
5. L = MINIMUM RESTRAINED LENGTH ALONG THE BRANCH.
6. WHERE Ur IS LESS THAN 5', RESTRAIN TEE AS A 90°. HORIZONTAL BEND.

DUCTILE IRON LINE

TEE \ Ur	5'–10'	11'–20'	21'–35'	36'–50'	50'–75'	75'–100'
4X4	23	15	2	*	*	*
6X4	21	9	*	*	*	*
6X6	35	27	14	*	*	*
8X4	18	3	*	*	*	*
8X6	33	23	5	*	*	*
8X8	47	39	26	6	*	*
10X4	16	*	*	*	*	*
10X6	31	18	*	*	*	*
10X8	46	36	19	*	*	*
10X10	57	49	36	17	*	*
12X4	13	*	*	*	*	*
12X6	30	14	*	*	*	*
12X8	44	32	13	*	*	*
12X10	56	47	31	7	*	*
12X12	68	60	47	28	*	*
16X6	26	4	*	*	*	*
16X8	41	25	*	*	*	*

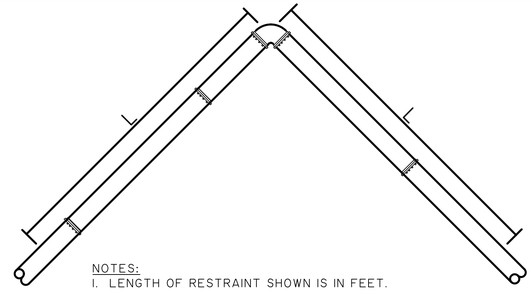
DUCTILE IRON LINE

TEE \ Ur	5'–10'	11'–20'	21'–35'	36'–50'	50'–75'	75'–100'
16X10	54	41	20	*	*	*
16X12	66	56	38	*	*	*
16X16	89	81	38	*	*	*
20X6	22	*	*	*	*	*
20X8	38	18	*	*	*	*
20X10	51	35	8	*	*	*
20X12	64	51	28	*	*	*
20X16	87	77	60	35	10	*
20X20	108	100	87	67	48	*
24X6	18	*	*	*	*	*
24X8	35	10	*	*	*	*
24X10	49	29	*	*	*	*
24X12	62	45	17	*	*	*
24X16	86	73	53	22	*	*
24X20	107	97	81	57	33	*
24X24	127	119	106	86	66	33

MINIMUM RESTRAINED LENGTH (L)

*RESTRAIN AT TEE ONLY.

TEE RESTRAINT (DUCTILE IRON LINE)



NOTES:
1. LENGTH OF RESTRAINT SHOWN IS IN FEET.
2. WHERE LINES CONSIST OF BOTH DUCTILE IRON AND PVC WITHIN THE LIMITS OF REQUIRED RESTRAINT, LIMITS FOR PVC SHALL APPLY.

PVC LINE

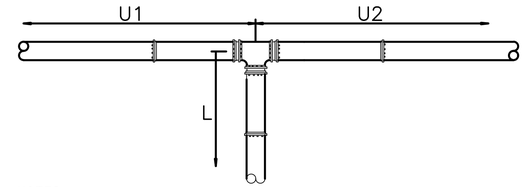
PIPE DIA.	BEND ANGLE 11 1/4°	22 1/2°	45°	90°
4	3	6	12	29
6	4	8	17	41
8	5	11	22	53
10	6	13	26	64
12	7	15	31	75

DUCTILE IRON LINE

PIPE DIA.	BEND ANGLE 11 1/4°	22 1/2°	45°	90°
4	2	4	8	20
6	3	6	12	28
8	4	7	15	36
10	4	9	18	43
12	5	10	21	51
16	6	13	27	65
20	8	16	33	79
24	9	18	38	92

MINIMUM RESTRAINED LENGTH (L)

HORIZONTAL BEND RESTRAINT



NOTES:
1. LENGTH OF RESTRAINT SHOWN IS IN FEET.
2. WHERE LINES CONSIST OF BOTH DUCTILE IRON AND PVC WITHIN THE LIMITS OF REQUIRED RESTRAINT, LIMITS FOR PVC SHALL APPLY.
3. UI AND U2 = UNINTERRUPTED STRAIGHT RUNS OF PIPE IN EACH DIRECTION.
4. Ur = THE SMALLER OF UI OR U2.
5. L = MINIMUM RESTRAINED LENGTH ALONG THE BRANCH.
6. WHERE Ur IS LESS THAN 5', RESTRAIN TEE AS A 90°. HORIZONTAL BEND.

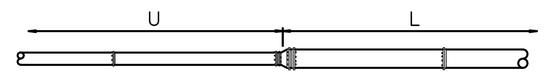
PVC LINE

TEE \ Ur	5'–10'	11'–20'	21'–35'	> 35'
4X4	43	28	4	*
6X4	38	17	*	*
6X6	64	49	25	*
8X4	34	6	*	*
8X6	61	42	10	*
8X8	87	72	48	12
10X4	29	*	*	*
10X6	58	34	*	*
10X8	84	66	35	*
10X10	106	91	67	31
12X4	24	*	*	*
12X6	54	26	*	*
12X8	82	60	23	*
12X10	104	86	57	13
12X12	126	112	87	51

MINIMUM RESTRAINED LENGTH (L)

*RESTRAIN AT TEE ONLY.

TEE RESTRAINT (PVC LINE)



DUCTILE IRON LINE

REDUCER	U	L
6X4	30	21
8X4	72	38
8X6	29	22
10X4	123	51
10X6	63	38
10X8	26	21
12X4	186	64
12X6	106	53
12X8	59	39
12X10	26	21
16X6	214	79
16X8	141	68
16X10	91	56
16X12	54	40
20X10	174	84
20X12	123	71
20X16	51	40
24X12	207	97
24X16	113	72
24X20	48	39

PVC LINE

REDUCER	U	L
6X4	56	38
8X4	134	69
8X6	53	40
10X4	227	94
10X6	117	71
10X8	49	39
12X4	343	118
12X6	196	99
12X8	109	72
12X10	48	40

U = MINIMUM UNINTERRUPTED STRAIGHT RUN OF PIPE ON SMALL SIDE OF REDUCER.

L = MINIMUM RESTRAINED LENGTH.

* WHERE MINIMUM "U" IS NOT MET, PIPE ON LARGE SIDE OF REDUCER SHALL BE RESTRAINED FOR A MINIMUM OF "L" FEET.

NOTES:
1. LENGTH OF RESTRAINT SHOWN IS IN FEET.
2. WHERE LINES CONSIST OF BOTH DUCTILE IRON AND PVC WITHIN THE LIMITS OF REQUIRED RESTRAINT, LIMITS FOR PVC SHALL APPLY.

REDUCER RESTRAINT

RESTRAINED JOINTS DETAILS

NOT TO SCALE

W32
OCT. 2008
THOMAS & HUTTON ENGINEERING CO.

SOUTH CAROLINA THOMAS & HUTTON ENGINEERING CO. No. C00285 CERTIFICATE OF AUTHORITY

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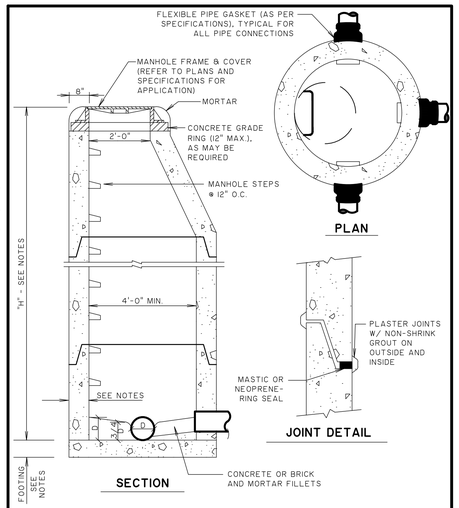
NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
WATER AND SEWER DETAILS

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	AS NOTED

C2.6

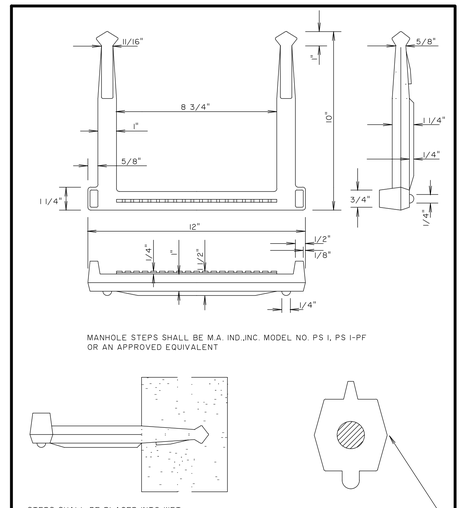


NOTES:

1. IN PAVED AREAS MANHOLE FRAMES WILL BE FLUSH WITH FINISHED PAVEMENT GRADE. IN NON-PAVED AREAS MANHOLE FRAMES WILL BE SET 2" ABOVE FINISHED GRADE.
2. PRECAST REINFORCED CONCRETE MANHOLE TOPS, RISERS, AND BASES SHALL CONFORM TO ASTM C478.
3. BRICK MANHOLES - WHEN "H" IS LESS THAN 12 FT., FOOTING AND BRICK WALLS SHALL BE 8" THICK. WHEN "H" IS GREATER THAN 12 FT., FOOTING AND BRICK WALLS BELOW 12 FT. SHALL BE 12" THICK. PLASTER WITH 1/2" 1:2 MORTAR ON OUTSIDE.

S2
OCT. 2008
THOMAS & HUTTON ENGINEERING CO.

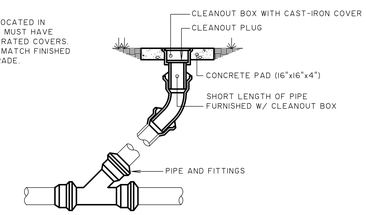
STANDARD MANHOLE
NOT TO SCALE



S7
OCT. 2008
THOMAS & HUTTON ENGINEERING CO.

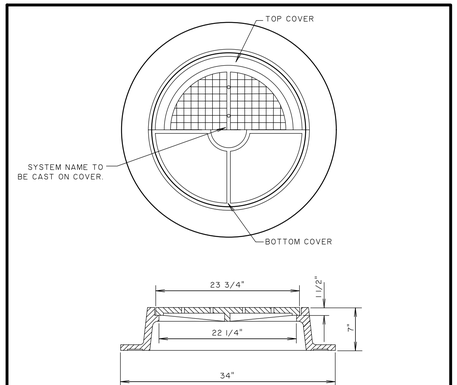
MANHOLE STEP DETAIL
NOT TO SCALE

NOTE:
CLEANOUTS LOCATED IN PAVED AREAS MUST HAVE H20 TRAFFIC-RATED COVERS. COVERS WILL MATCH FINISHED PAVEMENT GRADE.



S10
OCT. 2008
THOMAS & HUTTON ENGINEERING CO.

CLEANOUT DETAIL
NOT TO SCALE



NOTE:
CASTINGS SHALL BE OF UNIFORM QUALITY, FREE FROM BLOWHOLES, POROSITY, HARD SPOTS, SHRINKAGE, DISTORTION OR OTHER DEFECTS THEY SHALL BE SMOOTH AND WELL CLEANED BY SHOTBLASTING OR BY SOME OTHER APPROVED METHOD.

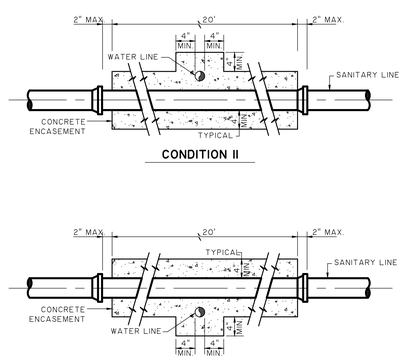
MATERIALS USED IN THE MANUFACTURE OF CASTINGS SHOULD CONFORM TO ASTM, AASHTO, ASA, MIL, AMS OR SPECIFICATIONS FOR GRAY IRON OR DUCTILE IRON AS FOLLOWS: GRAY IRON-ASTM A48, CLASS 35B, DUCTILE IRON-ASTM A536, CLASS 80-55-06.

ALL CASTINGS SHALL BE MANUFACTURED TRUE TO PATTERN: COMPONENT PARTS SHALL FIT TOGETHER IN A SATISFACTORY MANNER, ROUND FRAMES AND COVERS SHALL BE OF NON-ROCKING DESIGN, OR SHALL HAVE MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING UNDER TRAFFIC.

DEVIATIONS SHALL NOT EXCEED TOLERANCES PERMITTED BY ASTM STANDARDS.

S14
OCT. 2008
THOMAS & HUTTON ENGINEERING CO.

MANHOLE FRAME AND COVER DETAIL
NOT TO SCALE



NOTES:

1. CONCRETE ENCASEMENT AS DETAILED ABOVE SHALL BE USED AT ALL SEWER & WATER MAIN CROSSINGS THAT HAVE LESS THAN 18" CLEARANCE BETWEEN THE O.D. OF THE PIPES. WHERE WATER & SEWER MAINS CROSS WITH LESS THAN 18" VERTICAL CLEARANCE, THE SEWER SHALL CONSIST OF 20' OF CONCRETE ENCASED PVC PIPE CENTERED ON THE POINT OF CROSSING.
2. WHERE WATER LINE CROSSES BELOW SEWER, ENCASEMENT IS MANDATORY, REGARDLESS OF VERTICAL SEPARATION.

S33
OCT. 2008
THOMAS & HUTTON ENGINEERING CO.

WATER & SEWER CROSSING DETAIL
NOT TO SCALE

SOUTH CAROLINA PROFESSIONAL ENGINEERING CERTIFICATE OF AUTHORIZATION THOMAS & HUTTON ENGINEERING CO. No. C00285

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Savannah, GA 31405 • 912.234.5300
www.thomasandhutton.com

NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
WATER AND SEWER DETAILS

HILTON HEAD ISLAND, SOUTH CAROLINA

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	AS NOTED

C2.7

MATCH EXISTING PAVEMENT ELEVATION

VI #5
FR: 8.31
INV. OUT: 3.83 (NE)

26 LF 18" RCP
@ 0.50%

VI #9
FR: 8.53
INV. IN: 3.70 (NE)
INV. IN: 3.70 (SW)
@ INV. OUT: 3.61 (NW)

18" CURB & GUTTER (ROLL-TYPE)

MATCH EXISTING PAVEMENT ELEVATION

122 LF 18" RCP
@ 0.30%

24" CONCRETE GUTTER STRIP

VI #4
FR: 8.20
INV. IN: 4.07 (NE)
INV. OUT: 4.07 (SW)

18" CURB & GUTTER (ROLL-TYPE)

101 LF 18" RCP
@ 0.40%

18" CURB & GUTTER (STANDARD-TYPE)
MATCH EXISTING 18" CURB AND GUTTER AND FEATHER AT WALK

FEATHER 24" CURB & GUTTER

24" CURB & GUTTER (STANDARD-TYPE)

MATCH EXISTING PAVEMENT ELEVATION

24" CURB & GUTTER (STANDARD-TYPE)

VI #3
FR: 8.18
INV. OUT: 4.47 (SW)

18" CURB & GUTTER (ROLL-TYPE)

18" CURB & GUTTER (ROLL-TYPE)

SMH #P1
MANHOLE WITH HEAVY DUTY CASTING (SEE DETAIL SHEET C3.9)
FR: 9.01
CONNECT TO EXIST. 18" RCP
@ INV. IN: 5.90 (NW)
INV. OUT: 5.90 (SE)

94 LF 18" RCP
@ 0.50%

24" CURB & GUTTER (STANDARD-TYPE)

CI #P2
(TYPE 16 CATCH BASIN)
FR: 9.12
25 YR HGL: 8.29
INV. IN: 5.43 (NW)
INV. OUT: 5.43 (SE)

46 LF 18" RCP
@ 1.17%

CI #P3 (PROJECT D)
(TYPE 16 CATCH BASIN)
FR: 9.52
25 YR HGL: 8.28
CONNECT TO EXIST. 24" RCP
@ INV. IN: 4.90 (NE)
INV. IN: 4.90 (NW)
INV. OUT: 4.90 (SE)

SEE "2017 COLIGNY ROADWAY PROJECTS - PROJECT D" CONSTRUCTION PLANS FOR CONTINUATION OF POPE AVENUE IMPROVEMENTS

SEE "2017 COLIGNY ROADWAY PROJECTS - PROJECT D" CONSTRUCTION PLANS FOR CONTINUATION OF POPE AVENUE IMPROVEMENTS

NASSAU STREET

PROJECT "A"

COLIGNY PARK PROJECT

BANDSHELL /PAVILION

MATCH LINE - SEE SHEET NO. C3.2

POPE AVENUE

PROJECT "A" PARK

PROJECT "B"

PROJECT D PARK

ONLY

SINGLE STORY STUCCO BUILDING FFE = 10.3' NAVD 88

TWO STORY STUCCO BUILDING FFE = 16.9' NAVD 88

LEGEND

- S.C.D.O.T. FULL DEPTH ROAD IMPROVEMENTS
- FULL DEPTH ROAD IMPROVEMENTS
- MILL AND INLAY ROAD SURFACE COURSE
- OVERLAY & LEVELING (AS REQUIRED) ROAD SURFACE COURSE
- VEHICULAR PAVERS
- PEDESTRIAN WALK

SCDOT NOTE:

I HAVE PLACED MY SIGNATURE AND SEAL ON THE DESIGN DOCUMENTS SIGNIFYING THAT I ACCEPT MY 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 45 CHAPTER 14 OR THE CODE OF SC, 1976, AS AMENDED, PURSUANT TO REGULATION 72-300 ET. SEQ. (IF APPLICABLE) AND IN ACCORDANCE WITH TERMS AND CONDITIONS PF SCR 100000.

GRAPHIC SCALE
(IN FEET)
1 inch = 20 ft.

SOUTH CAROLINA
THOMAS & HUTTON ENGINEERING
No. C00285
CERTIFICATE OF AUTHORIZATION

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NO.	REVISIONS	BY	DATE
3	REVISED PER SCDOT COMMENTS RECEIVED 8/8/16	JBJ	8/12/16

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Savannah, GA 31405 • 912.234.5300
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NASSAU STREET - PROJECT "A"

HILTON HEAD ISLAND, SOUTH CAROLINA

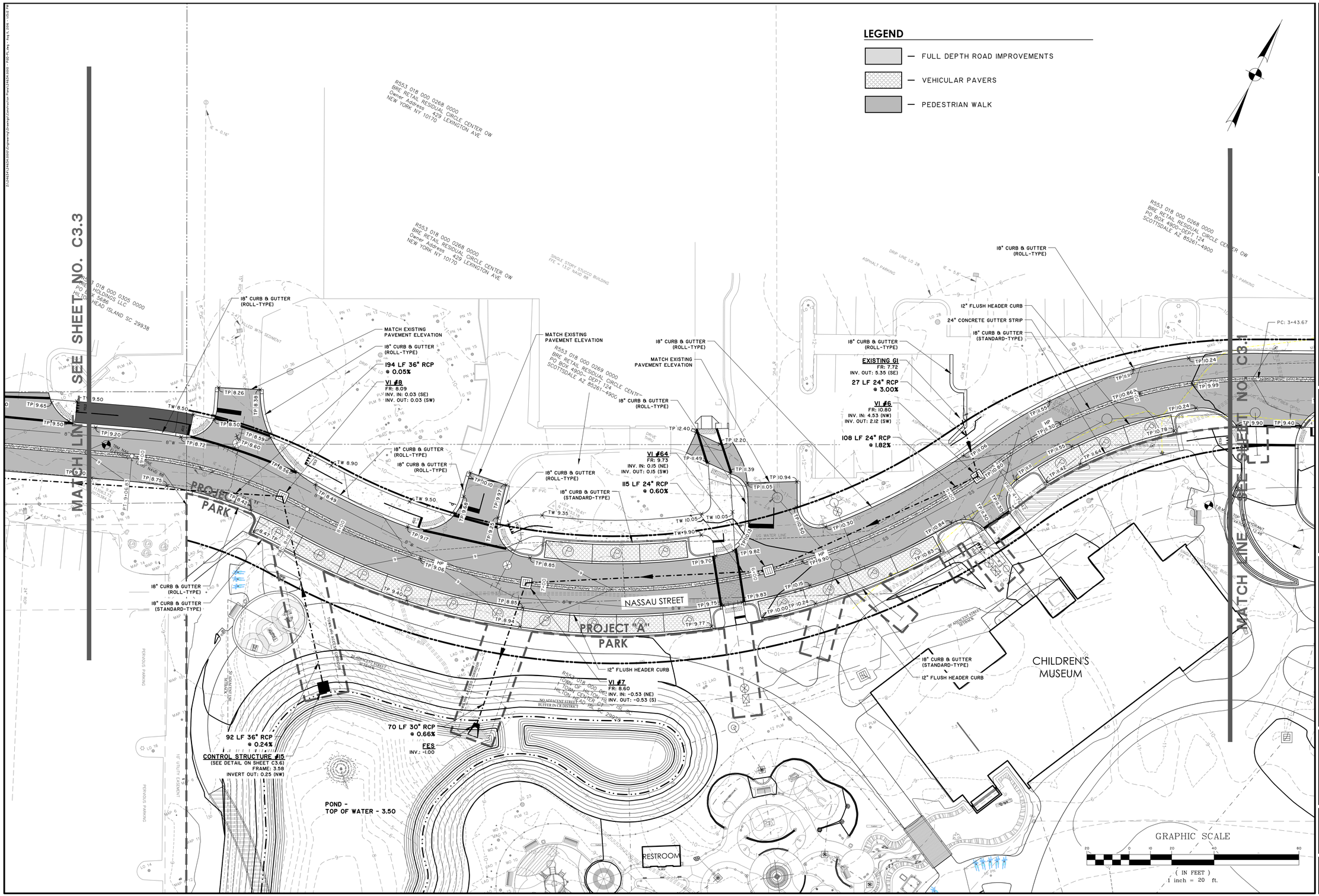
2017 COLIGNY ROADWAY PROJECTS

PAVING, GRADING & DRAINAGE PLAN

SOUTH CAROLINA
JOHN BRYAN JOHNSON
No. 27192
PROFESSIONAL ENGINEER

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 20'

C3.1



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NO.	REVISIONS	BY	DATE
1	REVISED PER TOWN HHI 95% COMMENTS DATED 6/23/16	JRS	7/7/16

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NASSAU STREET - PROJECT "A"

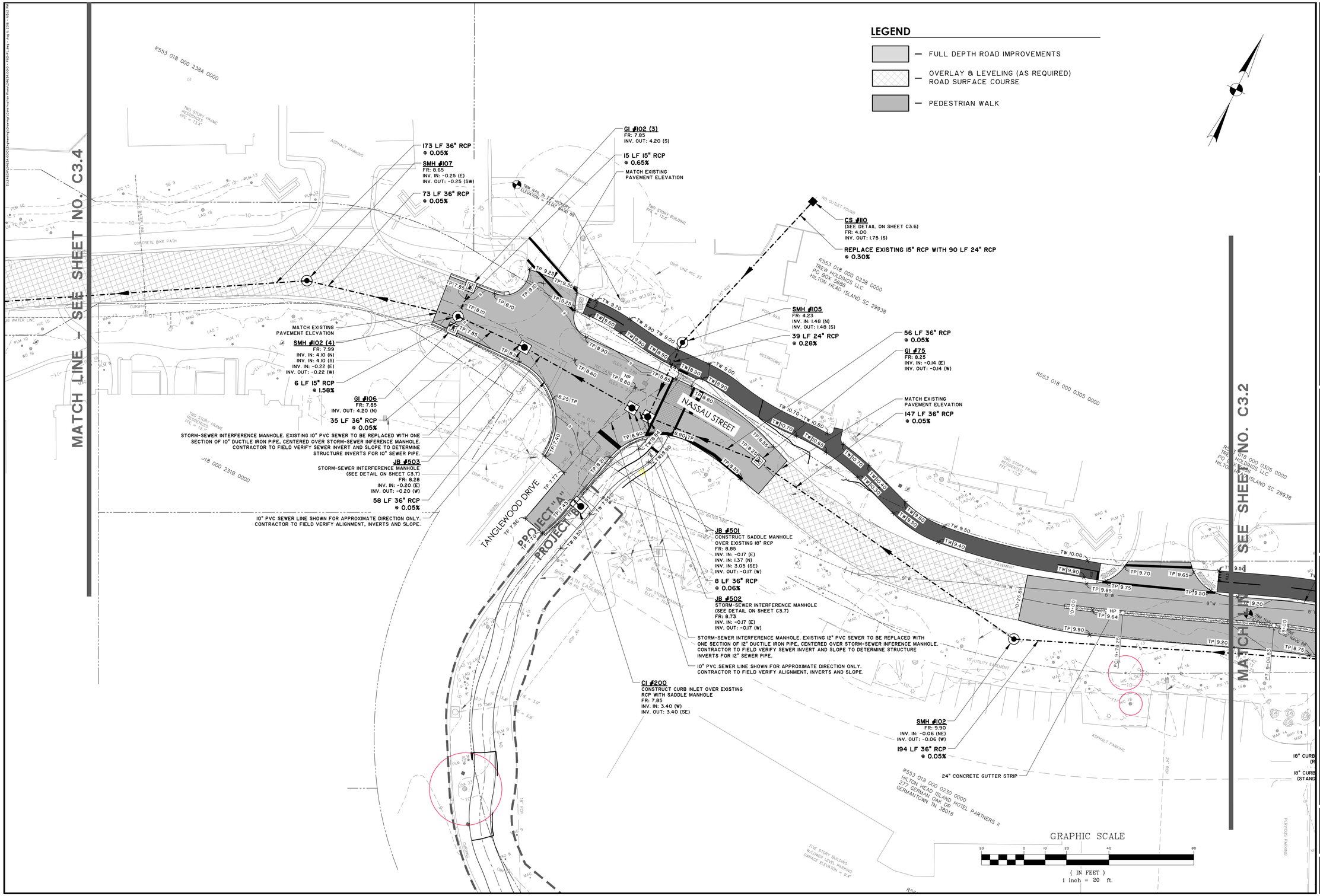
HILTON HEAD ISLAND, SOUTH CAROLINA

2017 COLIGNY ROADWAY PROJECTS

PAVING, GRADING & DRAINAGE PLAN

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 20'

C3.2



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NASSAU STREET – PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
PAVING, GRADING & DRAINAGE PLAN

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 20'

C3.3

LEGEND

- REMOVE AND REPLACE ROAD SECTION
- S.C.D.O.T. FULL DEPTH ROAD IMPROVEMENTS

JB #109

STORM EVENT	PRE-DEVELOPMENT NODE MAX	POST-DEVELOPMENT NODE MAX
2-YEAR	5.64	5.75
10-YEAR	7.11	7.16
25-YEAR	7.45	7.60

112 LF 36" RCP
@ 0.05%

JB #109
MANHOLE WITH
HEAVY DUTY CASTING
(SEE DETAIL SHEET C3.9)
FR: 7.90
25 YR HGL: 7.60
INV. IN: -0.40 (NE)

DEALLYON AVENUE

NASSAU STREET

SMH #108
FR: 8.70
INV. IN: -0.34 (NE)
INV. OUT: -0.34 (SW)

173 LF 36" RCP
@ 0.05%

MATCH LINE - SEE SHEET NO. C3.3

R553 018 000 0231 0000

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

SOUTH CAROLINA
THOMAS & HUTTON ENGINEERING CO.
No. C00285
CERTIFICATE OF AUTHORIZATION

FOR REVIEW ONLY - NOT FOR CONSTRUCTION

NO.	REVISIONS	BY	DATE
3	REVISED PER SCDOT COMMENTS RECEIVED 8/8/16	JBJ	8/12/16

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Savannah, GA 31405 • 912.234.5300
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NASSAU STREET - PROJECT "A"

HILTON HEAD ISLAND, SOUTH CAROLINA

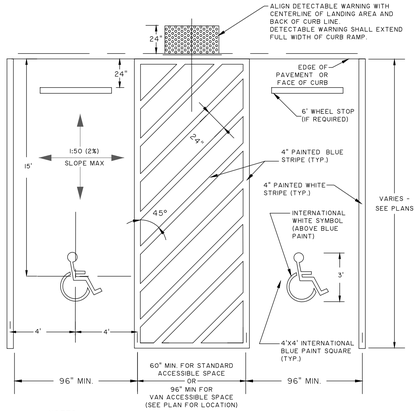
2017 COLIGNY ROADWAY PROJECTS

PAVING, GRADING & DRAINAGE PLAN

HILTON HEAD ISLAND, SOUTH CAROLINA
TOWN SEAL
FOUNDED 1983

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 20'

C3.4



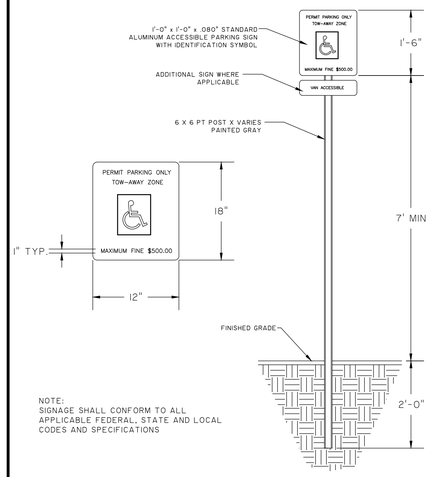
NOTES:

1. STRIPING AND CONSTRUCTION SHALL CONFORM TO ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND SPECIFICATIONS.
2. 2% MAXIMUM SLOPE IN ALL DIRECTIONS WITHIN ACCESSIBLE PARKING SPACE AND ACCESS AISLE.
3. ONE IN EVERY 8 ACCESSIBLE SPACES SHALL BE SERVED BY AN 8' WIDE ACCESS AISLE AND SHALL BE DESIGNATED "VAN ACCESSIBLE".

ACCESSIBLE PARKING SPACE STRIPING DETAIL

NOT TO SCALE

A3.1A
FEB. 2009
THOMAS & HUTTON ENGINEERING CO.

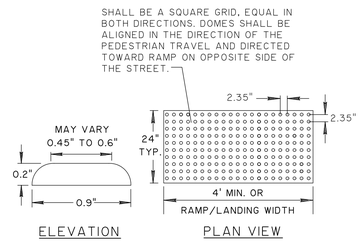


NOTE:
SIGNAGE SHALL CONFORM TO ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND SPECIFICATIONS

ACCESSIBLE PARKING SIGN DETAIL

NOT TO SCALE

A4.1
FEB. 2009
THOMAS & HUTTON ENGINEERING CO.

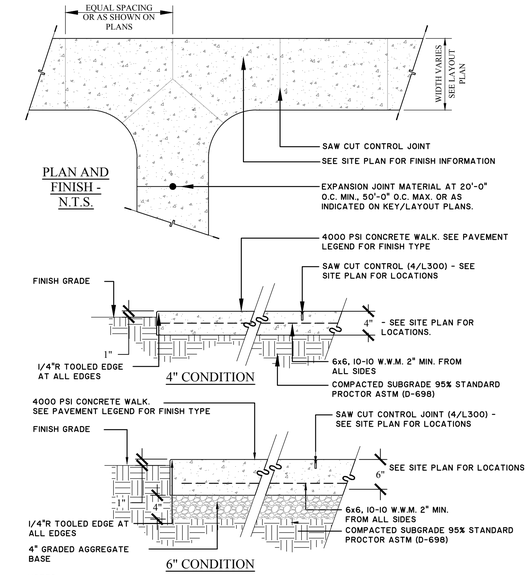


NOTE:

1. DETECTABLE WARNING SHALL CONSIST OF RAISED TRUNCATED DOMES WITH A DIAMETER OF NOMINAL 0.9 INCHES, A HEIGHT OF NOMINAL 0.2 INCHES AND A CENTER TO CENTER SPACING OF NOMINAL 2.35 INCHES AND SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES. THE WARNING AREA SHALL BE CHOCOLATE BROWN IN COLOR OR OTHER COLOR AS SPECIFIED BY THE TOWN OF HHI. THE COLOR USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE.

DETECTABLE WARNING DETAIL

NOT TO SCALE

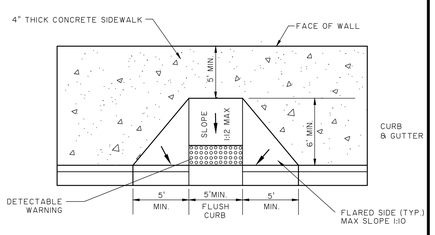


NOTES:
1. CONTRACTOR TO PROVIDE A 4' X 4' (MIN.) SAMPLE PANEL(S) OF EACH FINISH TYPE FOR APPROVAL BY OWNER'S REPRESENTATIVE PRIOR TO CONSTRUCTION.
2. FINAL APPROVED SAMPLES SHALL BE PROTECTED ON SITE TO PROVIDE STANDARD OF EXPECTED CONSTRUCTION.
3. ANY INSTANCE IN WHICH ADJACENT CONCRETE SURFACES ARE DISSIMILAR, ABUT DIFFERENT PAVING MATERIALS, OR MEET VERTICAL ELEMENTS THE CONTRACTOR MUST PROVIDE AN EXPANSION JOINT.
4. SEE "PAVING SCHEDULE" ON SITE PLAN FOR FINISH INFORMATION.
5. SEE SPECIFICATIONS FOR DETAILS REGARDING TABBY SHELL APPLICATION RATES; SALT FINISH AND INTEGRAL COLOR REQUIREMENTS

CONCRETE WALK (4" & 6")

NOT TO SCALE

NOTE TO DESIGNER:
THIS DETAIL ONLY TO BE USED WHEN SIDEWALK IS MINIMUM 15' BEHIND CURB.



PLAN

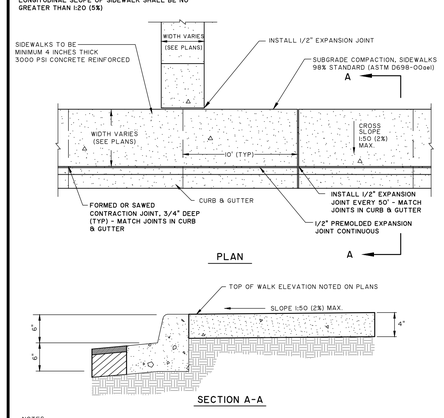
NOTES:
1. CONSTRUCTION OF ACCESSIBLE CURB RAMP SHALL CONFORM TO ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.
2. TRANSITIONS FROM RAMPS TO WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES. MAXIMUM SLOPES OF ADJOINING GUTTERS, ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMP, OR ACCESSIBLE ROUTE SHALL NOT EXCEED 1:20 (5%)
3. CURB RAMP SHALL HAVE A DETECTABLE WARNING THAT EXTENDS THE FULL WIDTH OF CURB RAMP. SEE DETECTABLE WARNING DETAIL.

CURB RAMP "TYPE A"

NOT TO SCALE

A1.1
FEB. 2009
THOMAS & HUTTON ENGINEERING CO.

NOTE:
LONGITUDINAL SLOPE OF SIDEWALK SHALL BE NO GREATER THAN 1:20 (5%)

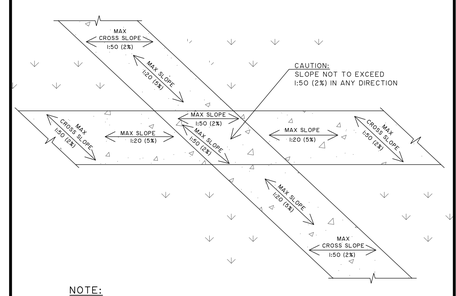


NOTES:
1. ALL CONSTRUCTION SHALL CONFORM TO THE TECHNICAL SPECIFICATIONS INCLUDING, BUT NOT LIMITED TO, SECTION 02200 - EARTHWORK AND SECTION 03300 - CAST-IN-PLACE CONCRETE.
2. CONTRACTION JOINTS SHOULD BE FORMED OR SAWED COINCIDENT WITH THE 10' JOINTS IN THE CURB.
3. CURB RAMPS SHALL BE INSTALLED AT EACH INTERSECTION OR DESIGNATED CROSSWALK LOCATION AND MUST MEET THE MOST CURRENT ADA STANDARDS AND SPECIFICATIONS AT THE TIME OF CONSTRUCTION.
4. ON ACCESSIBLE ROUTES WHERE SIDEWALK IS LESS THAN 5' WIDE, PASSING SPACES AT LEAST 5'X5' SHALL BE LOCATED AT REASONABLE INTERVALS NOT TO EXCEED 200'.

ACCESSIBLE SIDEWALK DETAIL

NOT TO SCALE

A5.1
FEB. 2009
THOMAS & HUTTON ENGINEERING CO.



NOTE:

ALL SIDEWALKS TO MEET ADA STANDARDS

TYPICAL SIDEWALK INTERSECTION ON ACCESSIBLE ROUTE

NOT TO SCALE

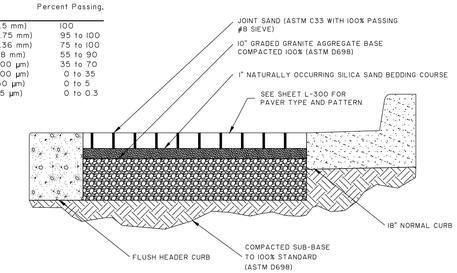
A6.1
FEB. 2009
THOMAS & HUTTON ENGINEERING CO.

NOTES:

1. ALL WORK DONE IN TREE PROTECTION ZONES SHALL BE DONE BY HAND OR WITH LIGHT EQUIPMENT. DISTURBANCE TO EXISTING ROOTS SHALL BE CLEANLY CUT WITH A SAW AND/OR TRENCHER PRIOR TO EXCAVATION.
2. PAVEMENT SECTION BASED ON FEWER THAN 1,000,000 ESALS DURING DESIGN LIFE WITH A SUBGRADE CBR GREATER THAN 10
3. PAVERS SHALL BE INSTALLED WITH NO GAP BETWEEN LUGS AND ADJOINING PAVERS TO AVOID SHOVING AND CREEP. IF CREEP OCCURS UNDER TRAFFIC LOADING CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING.

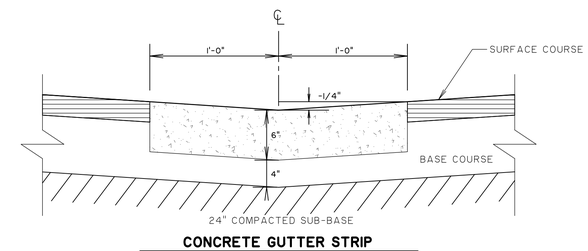
BEDDING SAND GRADATION

Sieve Size by Weight		Percent Passing,
3/8 in.	(9.5 mm)	100
No. 4	(4.75 mm)	95 to 100
No. 8	(2.36 mm)	75 to 100
No.16	(1.18 mm)	55 to 90
No. 30	(600 µm)	35 to 70
No. 50	(300 µm)	0 to 35
No. 100	(150 µm)	0 to 5
No. 200	(75 µm)	0 to 0.3



VEHICULAR CLAY PAVER SECTION

NOT TO SCALE



CONCRETE GUTTER STRIP

NOT TO SCALE

SOUTH CAROLINA THOMAS & HUTTON ENGINEERING No. C00285 CERTIFICATE OF AUTHORIZATION

FOR REVIEW ONLY - NOT FOR CONSTRUCTION

NO.	REVISIONS	BY	DATE
1	REVISED PER TOWN HHI 95% COMMENTS DATED 6/23/16	JRS	7/7/16

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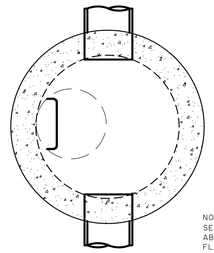
NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
PAVING, GRADING & DRAINAGE DETAILS

REGISTERED PROFESSIONAL ENGINEER STATE OF SOUTH CAROLINA JOHN R. JAMES No. 19404

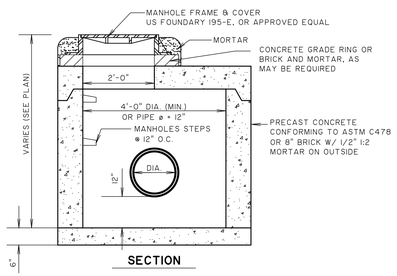
JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	AS NOTED

C3.5



PLAN

NOTE:
SET TOPS OF MANHOLES 2" ABOVE NATURAL GROUND OR FLUSH WITH PAVING IN TRAFFIC AREAS.

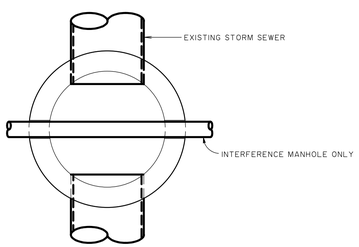


SECTION

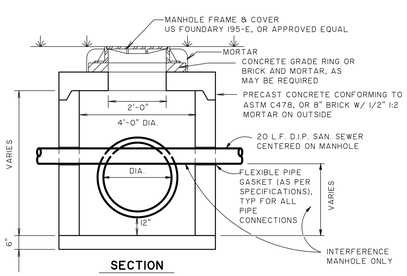
D2
OCT. 2008
THOMAS & HUTTON ENGINEERING CO.

STORM MANHOLE

NOT TO SCALE



PLAN

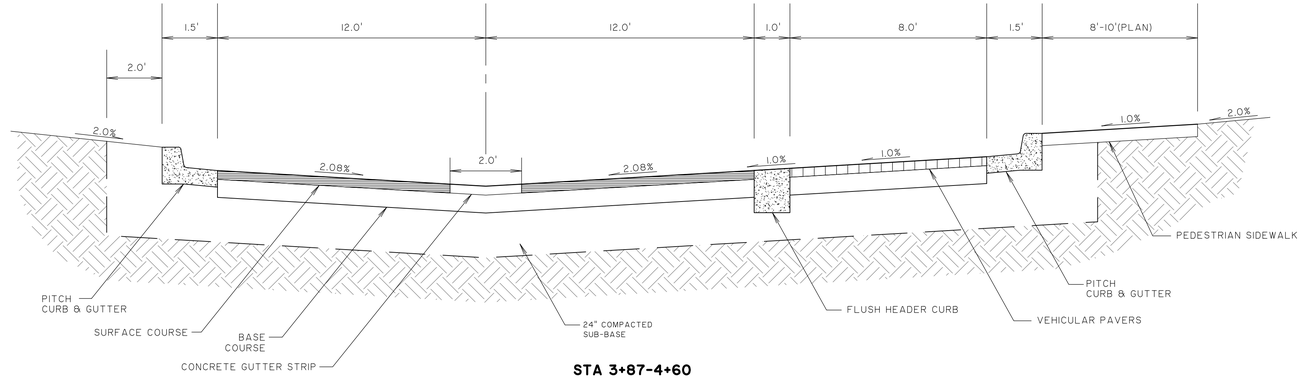


SECTION

D38
OCT. 2008
THOMAS & HUTTON ENGINEERING CO.

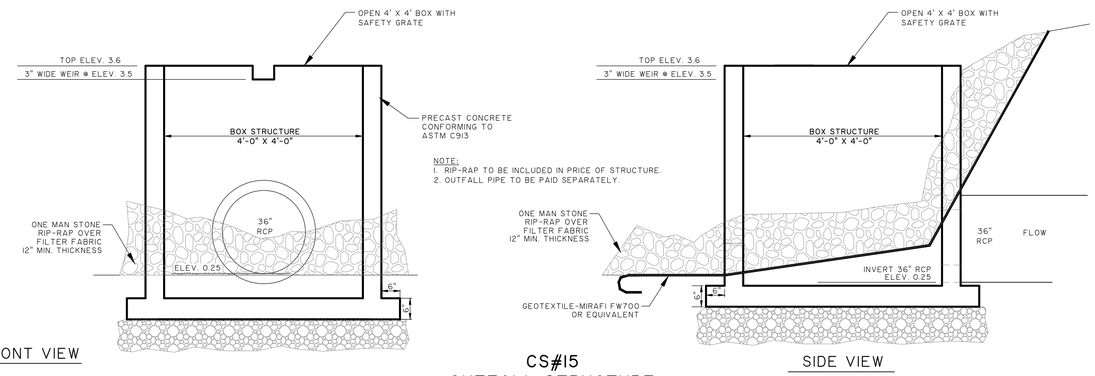
INTERFERENCE (STORM MANHOLE)

NOT TO SCALE



STA 3+87-4+60
STA 5+18-5+63
(NASSAU STREET)
INVERSE CROWN ROADWAY SECTION

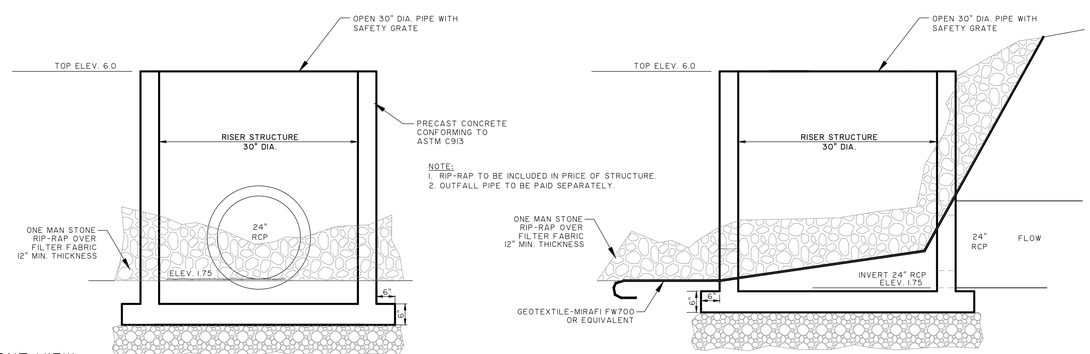
NOT TO SCALE



NOTE:
1. RIP-RAP TO BE INCLUDED IN PRICE OF STRUCTURE.
2. OUTFALL PIPE TO BE PAID SEPARATELY.

CS#15
OUTFALL STRUCTURE

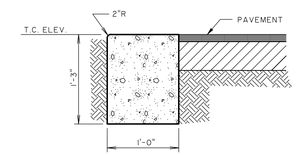
NOT TO SCALE



NOTE:
1. RIP-RAP TO BE INCLUDED IN PRICE OF STRUCTURE.
2. OUTFALL PIPE TO BE PAID SEPARATELY.

CS#110
OUTFALL STRUCTURE

NOT TO SCALE

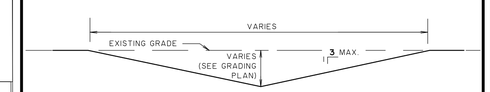


NOTES:
1. ALL CONCRETE SHALL BE 3,000 PSI.
2. PROVIDE CONTROL JOINTS EVERY TEN FEET (10').
3. PROVIDE EXPANSION JOINTS EVERY FIFTY FEET (50).
4. PROVIDE EXPANSION JOINT WHERE CURB ABUTS SIDEWALKS, OR OTHER STRUCTURES.
5. PROVIDE LIGHT BROOM FINISH.

P24
OCT. 2008
THOMAS & HUTTON ENGINEERING CO.

FLUSH HEADER CURB

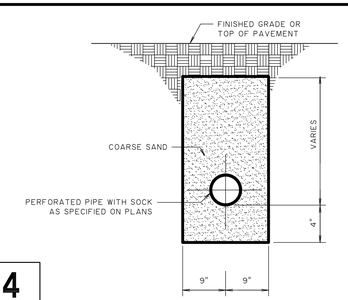
NOT TO SCALE



D28
OCT. 2008
THOMAS & HUTTON ENGINEERING CO.

TYPICAL SWALE DETAIL

NOT TO SCALE



D24
OCT. 2008
THOMAS & HUTTON ENGINEERING CO.

SUBGRADE DRAIN DETAIL

NOT TO SCALE

FOR REVIEW ONLY - NOT FOR CONSTRUCTION

NO.	REVISIONS	BY	DATE
3	REVISED PER SCDOT COMMENTS RECEIVED 8/8/16	JBJ	8/12/16

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NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
PAVING GRADING & DRAINAGE DETAILS

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	AS NOTED

C3.6

Z:\24634\24634.0010\Engineering\Drawings\Construction Plans\24634.0010 - PGD-DT.dwg - Dec 2, 2015 - 1:31:36 PM

REFERENCES
NATIONAL DOCUMENTS
ASTM C55, ASTM A706, AASHTO M105, AASHTO M306
SCDOT DOCUMENTS
QUALIFIED PRODUCT LIST 13, QUALIFIED PRODUCT LIST 14, QUALIFIED PRODUCT LIST 45
RELATED DRAWINGS & KEYWORDS
719-105-01 TO 719-105-02, 719-110-01, 719-550-00, 719-420-00, 719-425-00, 719-305-00, 719-310-00,

PRECONSTRUCTION SUPPORT ENGINEER

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

SIGNATURE

MARCH 3, 2008
DATE

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

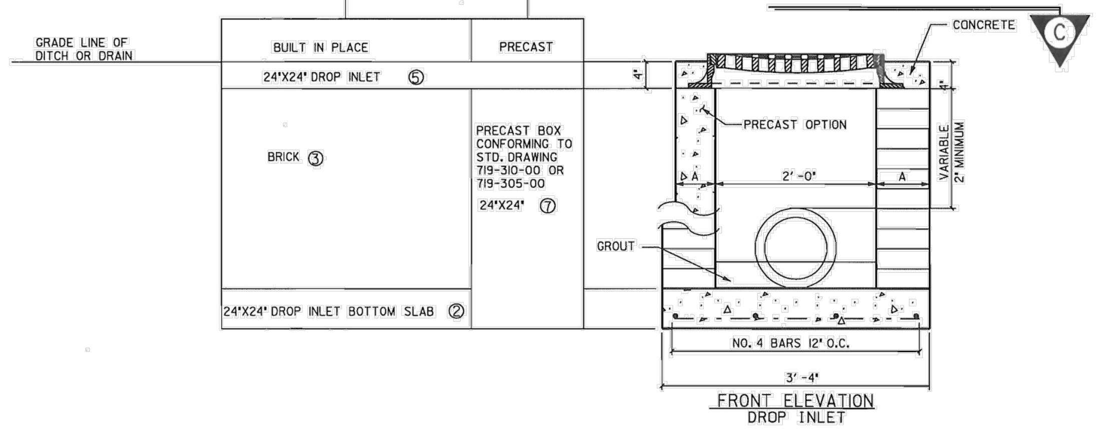
SCDOT
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201

STANDARD DRAWING
DROP INLET (24"X24") DETAILS

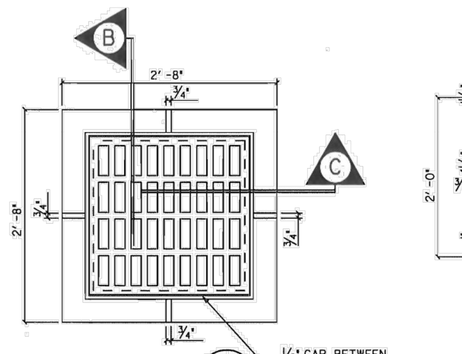
719-105-01
EFFECTIVE LETTING DATE MAY 2008

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

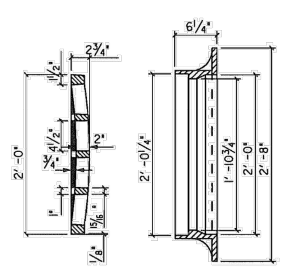
24"X24" DROP INLET	
BUILT IN PLACE	② 24"X24" DROP INLET BOTTOM SLAB (PC OR CIP 40"X40"X6") AND ③ BRICK WALLS (8") AND ⑤ 24"X24" DROP INLET FRAME AND GRATE
PRECAST	⑦ PRECAST BOX CONFORMING TO STD DRAWING 719-310-00 OR 719-305-00 (2'X2'XH) AND ⑤ 24"X24" DROP INLET FRAME AND GRATE

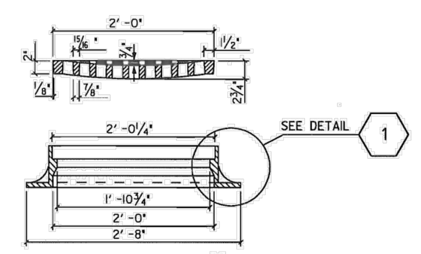


FRONT ELEVATION
DROP INLET

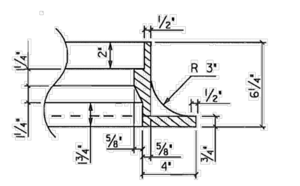


SECTION (A)
FRONT ELEVATION
24"X24" DROP INLET


SECTION (B)
SIDE ELEVATION
24"X24" FRAME AND GRATE



SECTION (C)
FRONT ELEVATION
24"X24" FRAME AND GRATE



DETAIL (1)
FRAME DETAIL
24"X24"
GRATE

TABLE 719-105B
STANDARD PC ITEMS FOR DROP INLET
(24"X24") DROP INLET BOTTOM SLAB (PC OR CIP 40"X40"X6") SEE ALSO STD. DRAWING 719-310-00 OR 719-305-00

TABLE 719-105A
24"X24" DROP INLET

DIMENSION	BUILT IN PLACE OPTION	PRECAST
A	8"	6"
B	24"	SEE STD. DRAWING 719-305-00 AND 719-310-00 (2'X2'XH) PRECAST BOX
C	3'-4"	SEE STD. DRAWING 719-305-00 AND 719-310-00 (2'X2'XH) PRECAST BOX

USE SHEETS 719-105-01 THROUGH 719-105-02 FOR THIS ITEM.
THIS DRAWING IS NOT TO SCALE

NOTES:
1. SEE 719-110-01 FOR DROP INLET (24"X 36"). FOR BUILT IN PLACE CONSTRUCTION OF THE CATCH BASIN WALLS, EITHER BRICK MASONRY (WALLS ONLY) OR CIP CLASS 3000 CONCRETE MAY BE USED. FOR PRECAST CONSTRUCTION, A MINIMUM OF CLASS 4000P CONCRETE SHALL BE USED.

2. CONCRETE WALLS ARE TO BE 6" THICK WITH A MINIMUM REINFORCING STEEL AREA 0.20 SQUARE INCHES PER FOOT UNLESS NOTED. FOR BRICK, THE WALLS ARE TO BE 8" THICK CONCRETE BRICK AND SIMILAR SOLID UNITS SHALL CONFORM TO THE REQUIREMENTS OF ASTM C 55, GRADE S-11. THE INTERIOR DIMENSIONS ARE TO REMAIN AS SHOWN FOR EITHER TYPE OF CONSTRUCTION.

3. THE BOTTOM SLAB OF THE BOX SHALL BE A MINIMUM OF 6" THICK REINFORCED CONCRETE (CLASS 3000 OR 4000P) WITH A REINFORCING STEEL AREA OF 0.20 SQUARE INCHES PER FOOT. WIRE MESH BE USED IN LIEU OF STEEL BARS PROVIDED A MINIMUM OF 0.20 SQUARE INCHES PER FOOT I S MET.

4. MORTAR SHALL BE TYPE S OR M.

5. 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

6. SEE STANDARD DRAWING 719-550-00 FOR STEPS, WHICH ARE REQUIRED WHEN STRUCTURE DEPTH EXCEEDS 4'-6".

7. SEE STANDARD DRAWINGS 719-420-00 AND 719-425-00 FOR DEPTHS GREATER THAN 12'. PRECAST CONCRETE CIRCULAR DRAINAGE STRUCTURES ARE REQUIRED WHEN THE DEPTH FROM THE TOP OF THE DRAINAGE BOX BOTTOM SLAB TO THE TOP OF THE GROUND EXCEEDS 12'-0".

8. LOCATION AND SIZE OF PIPES ARE SITE SPECIFIC, (SEE DRAINAGE PLANS). THE BOTTOM OF THE CATCH BASIN IS TO BE GROUTED TO THE LOWEST FLOW LINE ELEVATION OF ALL PIPES. BOTTOM SLAB IS CAST IN PLACE WITH PIPES INSTALLED, BOTTOM SLAB THICKNESS MUST BE ACHIEVED BEYOND PIPE OUTSIDE DIAMETER.

9. THE FLOOR OF THE BASIN MUST SLOPE IN THE DIRECTION OF THE OUTLET PIPE AS SHOWN AND THE INSIDE OF OUTLET PIPE SHALL BE FLUSH WITH FLOOR OF BASIN.

10. SEE STANDARD DRAWING 719-305-00 OR 719-310-00 FOR MAXIMUM PIPE DIAMETERS. THE PIPE SIZES SHOWN ARE MAXIMUM FOR BRICK AND PRECAST BOXES WHEN PIPE ENTERS PERPENDICULAR AND AT THE CENTER OF THE BOX WALL. CONTRACTOR SHOULD CONFIRM THAT PIPE USED FITS APPROPRIATELY INTO BOX.

FRAME AND GRATE NOTES:
11. ALL CASTINGS SHALL CONFORM TO AASHTO M 105, CLASS 35B AND THE SPECIFICATIONS OF AASHTO M 306

12. (a) STEEL GRATES AND FRAME MAY BE USED IN LIEU OF CAST IRON AS LONG AS THE LOADING (NOTE 12d) AND HYDRAULIC REQUIREMENTS ARE MET, AND ARE ON THE DEPARTMENT'S LIST OF APPROVED SUPPLIERS. (QUALIFIED PRODUCT LIST 45)
(b) STEEL GRATES SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH AASHTO M 111.
(C) STEEL GRATES AND FRAMES SHALL BE DIMENSIONED TO BE INTERCHANGEABLE WITH EACH PIECE OF THE CAST IRON GRATE AND FRAME SHOWN. STEEL GRATES MUST HAVE POSITIVE MEANS TO BE RETAINED IN THE FRAME.
(d) STRENGTH REQUIREMENTS OF STEEL GRATES AND FRAMES MUST MEET AASHTO M 306
(e) MANUFACTURERS DESIRING TO BE PLACED ON THE DEPARTMENT'S QUALIFIED PRODUCT LIST SHOULD CONTACT THE MATERIALS AND RESEARCH ENGINEER FOR PROCEDURES.

13. THE LONGEST DIMENSIONS OF THE OPENING IN THE IRON GRATE SHOULD BE ORIENTED IN THE DIRECTION OF FLOW, IF PRACTICABLE. THIS GRATE IS NOT SUITABLE FOR PEDESTRIAN TRAFFIC BECAUSE GRATE OPENINGS EXCEED 1/2".

14. AS SHOWN BY THIS DRAWING, THE FRAME IS SET LEVEL, BUT THE ENGINEER MAY SET SAME ON SLOPE AS REQUIRED BY LOCAL DRAINAGE CONDITIONS.

15. AFTER THE FRAME IS SET IN ITS FINAL POSITION, IT IS TO BE ENCASED WITH CONCRETE AS SHOWN BY DRAWING.

16. ALL MANUFACTURING PROCESSES FOR THE FRAME AND GRATE MUST OCCUR IN THE UNITED STATES.

PRECAST NOTES:
17. THE USE OF PRECAST UNITS WILL NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF OBTAINING SATISFACTORY INSTALLATIONS. SEE STANDARD DRAWINGS FOR PRECAST CONCRETE DRAINAGE BOX OR STRUCTURE FOR ADDITIONAL DETAILS AND SPECIFICATIONS.

18. LIFT HOLES AND/OR DEVICES MAY BE PLACED AS NECESSRY . ALL LIFT HOLES SHALL BE GROUTED SHUT PRIOR TO COMPLETION OF THE INSTALLATION. ALL LIFTING METHODS MUST MEET OSHA REGULATIONS.

19. THE CONTRACTOR SHALL USE A SINGLE SOURCE MANUFACTURER CHOSEN FROM THE LIST ON QUALIFIED PRODUCT LIST 14 FOR PRECAST ITEMS ON THIS DRAWING.

20. FOLLOW QUALIFIED PRODUCT POLICY 14 IN ORDER TO BE LISTED ON QUALIFIED PRODUCT LIST 14.

21. CONTRACTOR MAY SUBMIT DESIGN DRAWINGS AND CALCULATIONS FOR MODIFICATIONS TO THIS ITEM ON A PROJECT BY PROJECT BASIS. MODIFICATIONS TO THESE ITEMS WILL NOT BE LISTED ON ANY QUALIFIED PRODUCT LIST. SUBMIT ALL PROPOSALS FOR PROJECT SPECIFIC MODIFICATIONS TO THE RESIDENT ENGINEER FOR REVIEW BY THE ENGINEER OF RECORD.

22. JOINTS BETWEEN INSTALLED PIECES AND PRECAST ITEMS TO BE PLACED SHALL BE SEALED WITH A 1/2" GROUT LIFT OR AN APPROPRIATE PLASTIC PREFORMED GASKET (QUALIFIED PRODUCT LIST 13.)

PRECAST INSTALLATION NOTES:
23. BED SHALL BE PREPARED AND COMPACTED FOR PRECAST DRAINAGE STRUCTURE AS REQUIRED BY SCDOT STANDARD SPECIFICATIONS FOR PRECAST ITEMS. ELEVATION OF BEDDING MATERIAL SHALL BE APPROPRIATE TO ACCOMMODATE ELEVATIONS OF ALL PIPES AND REQUIRED BOX TOP ELEVATION.

24. PLACE AND LEVEL PRECAST BOX OR SLAB.

25. PIPES SHALL BE INSTALLED AND GROUTED IN PLACE.

26. PIPES AND BOX SHALL BE BACKFILLED AND COMPACTED AS REQUIRED BY SCDOT STANDARD SPECIFICATIONS.

27. ANY LOCATION WHERE THE ABOVE REQUIREMENTS CANNOT BE MET SHALL BE COMPLETED USING CAST IN PLACE MATERIALS MEETING THE REQUIREMENTS OF THIS STANDARD DRAWING. ANY ADDITIONAL MATERIALS OR COSTS ASSOCIATED WITH THE USE OF PRECAST SHALL BE PAID FOR BY THE CONTRACTOR AND MAY NOT BE CHARGED TO SCDOT.

28. THE CONTRACT UNIT PRICE FOR DROP INLETS SHALL INCLUDE THE COST OF FURNISHING ALL MATERIALS, (BUILT IN PLACE OR PRECAST), AND WORK INCIDENTAL TO THE CONSTRUCTION OF THE STRUCTURE COMPLETE IN PLACE AS SHOWN, INCLUDING THE CURB AND GUTTER, IN ACCORDANCE WITH THE SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (LATEST EDITION).

29. PRECAST CONCRETE CIRCULAR STRUCTURES ARE REQUIRED FOR THE FOLLOWING APPLICATIONS UNLESS PROHIBITED BY THE PLANS OR SPECIAL PROVISIONS.

(a) ON DRAINAGE STRUCTURES WITH A DEPTH EQUAL TO OR GREATER THAN 12 FEET.

(b) ON DRAINAGE STRUCTURES WHERE THE FLOW LINE ELEVATION OF THE INLET PIPE IS EQUAL TO OR HIGHER THAN THE INSIDE TOP (SOFFIT) OF THE OUTLET PIPE.

(c) AS REQUIRED BY THE PROJECT PLANS.

30. THE PAY ITEM SHALL BE:
DROP INLET (24"X24")________________EA

REFERENCES
NATIONAL DOCUMENTS

SCDOT DOCUMENTS

RELATED DRAWINGS & KEYWORDS
150-205-00, 720-905-02

PRECONSTRUCTION SUPPORT ENGINEER

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

SIGNATURE

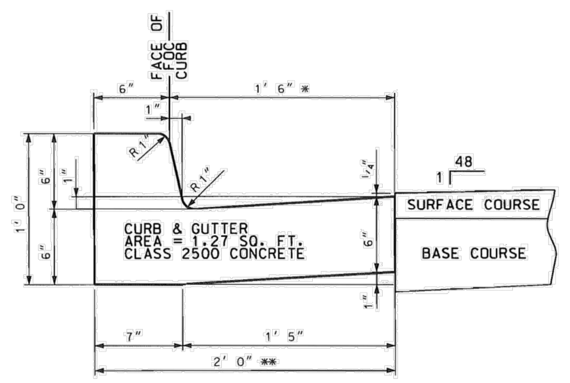
AUGUST 23, 2012
DATE

#	DATE	CHK	DESCRIPTION
6			
5			
4			
3			
2			
1	8/2012	DSO	REMOVED DETAIL 5
0	3/2009	DSO	GENERAL REVISIONS

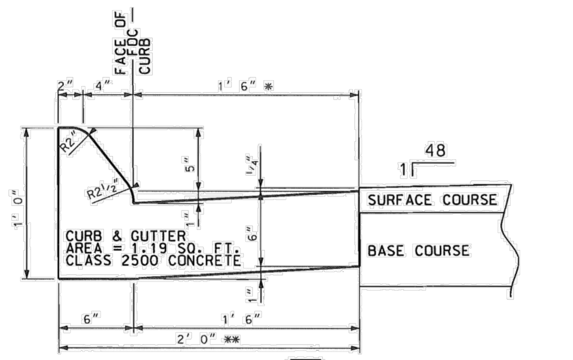
SCDOT
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201

STANDARD DRAWING
CURB & GUTTER (CONCRETE)

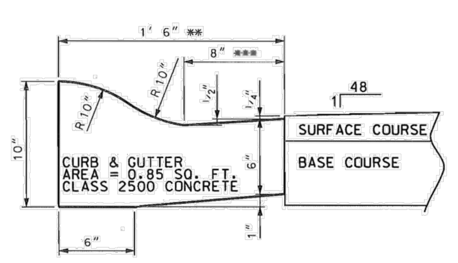
720-105-01
EFFECTIVE LETTING DATE JAN. 2013



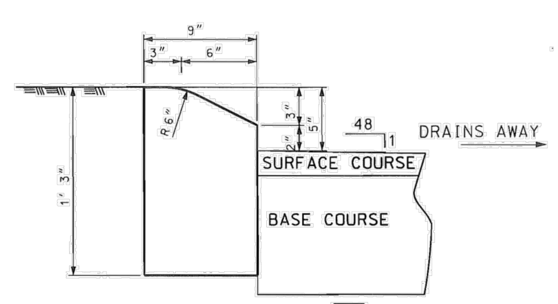
DETAIL (1)
SCALE 1":1'
VERTICAL FACE
*1'-0" FOR ** 1'-6" CURB&GUTTER
*1'-6" FOR ** 2'-0" CURB&GUTTER (SHOWN)
*2'-0" FOR ** 2'-6" CURB&GUTTER
*2'-6" FOR ** 3'-0" CURB&GUTTER



DETAIL (2)
SCALE 1":1'
SLOPING FACE
[A.K.A. MOUNTABLE CURB]
(SELECT APPROPRATE DRAINAGE STRUCTURES WHEN USING THIS CURB SYSTEM)
PREFERRED AT MAILBOXES
*1'-0" FOR ** 1'-6" CURB&GUTTER
*1'-6" FOR ** 2'-0" CURB&GUTTER (SHOWN)
*2'-0" FOR ** 2'-6" CURB&GUTTER
*2'-6" FOR ** 3'-0" CURB&GUTTER



DETAIL (3)
SCALE 1":1'
OGEE
(USE ONLY WHERE CATCH BASIN STYLE DRAINAGE STRUCTURES ARE NOT PRESENT)
PREFERRED AT MAILBOXES
***0'-8" FOR ** 1'-6" CURB&GUTTER (SHOWN)
***1'-2" FOR ** 2'-0" CURB&GUTTER
***1'-8" FOR ** 2'-6" CURB&GUTTER
***2'-2" FOR ** 3'-0" CURB&GUTTER



DETAIL (4)
SCALE 1":1'
9" X 15" CONCRETE CURB (USE ONLY IN MEDIAN APPLICATIONS WHERE ROADWAY CROWN DRAINS AWAY FROM MEDIAN WHEN ADJACENT TO GRASS PLOT OR CONCRETE ISLAND)

NOTES:
1. USE CONCRETE CURB AND GUTTER WITH VERTICAL FACE UNLESS OTHERWISE NOTED.

2. USE MINIMUM CLASS 2500 CONCRETE.

3. USE 3' TRANSITION AT END OF RADII ON INTERSECTING STREETS AND WHERE CURB IS 6 FEET OR GREATER FROM MAINLINE TRAVEL LANE.

4. USE 10' TRANSITION WHERE CURB IS LESS THAN 6 FEET FROM MAINLINE TRAVEL LANE.

5. INCLUDE COST OF WORK TO CONSTRUCT TRANSITIONS IN THE COST PER LF OF CURB AND GUTTER.

6. DEVELOP GUTTER SLOPE ON HIGH SIDE OF SUPERELEVATION AS SHOWN ON STANDARD DRAWING 150-205-00, EXCEPT ON OGEE CURB & GUTTER.

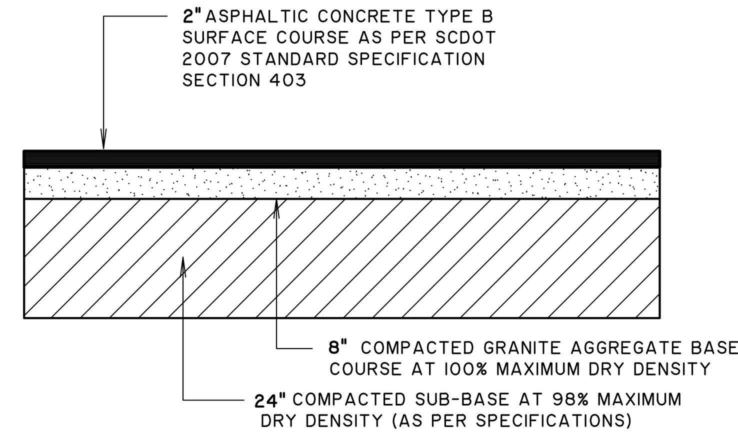
7. USE DETECTABLE WARNINGS AS REQUIRED ON STANDARD DRAWINGS 720-905-XX.

8. WHEN MAILBOXES ARE PRESENT, USE APPROPRIATE CURB TYPE. INSTALL MAILBOXES BEHIND CURB OR SIDEWALK AS SHOWN ON STANDARD DRAWING 203-905-00.

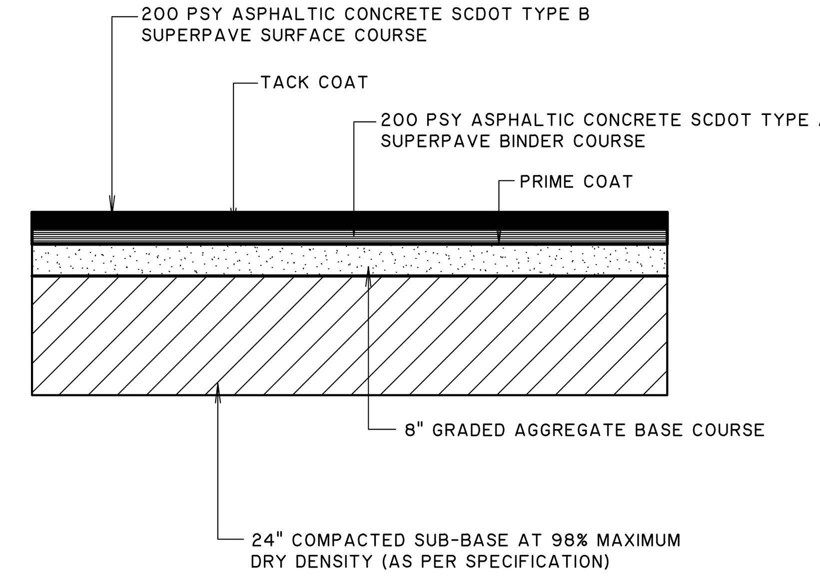
9. PAY ITEMS (MAY NOT BE COMPLETE LIST OF PAY ITEMS):
FOR CURB & GUTTER
7203110 CONCRETE CURB AND GUTTER (1'-6") VERTICAL FACE------LF
7203210 CONCRETE CURB AND GUTTER (2'-0") VERTICAL FACE------LF
7203240 CONCRETE CURB AND GUTTER (2'-6") VERTICAL FACE------LF
7203310 CONCRETE CURB AND GUTTER (3'-0") VERTICAL FACE------LF
7203120 CONCRETE CURB AND GUTTER (1'-6") SLOPING FACE ------LF
7203220 CONCRETE CURB AND GUTTER (2'-0") SLOPING FACE ------LF
7203245 CONCRETE CURB AND GUTTER (2'-6") SLOPING FACE ------LF
7203320 CONCRETE CURB AND GUTTER (3'-0") SLOPING FACE ------LF
7203130 CONCRETE CURB AND GUTTER (1'-6") OGEE -----LF
7203230 CONCRETE CURB AND GUTTER (2'-0") OGEE -----LF
7203265 CONCRETE CURB AND GUTTER (2'-6") OGEE -----LF
7203330 CONCRETE CURB AND GUTTER (3'-0") OGEE -----LF

FOR CURB ONLY
7201000 CONCRETE CURB (9"x 15") ----LF

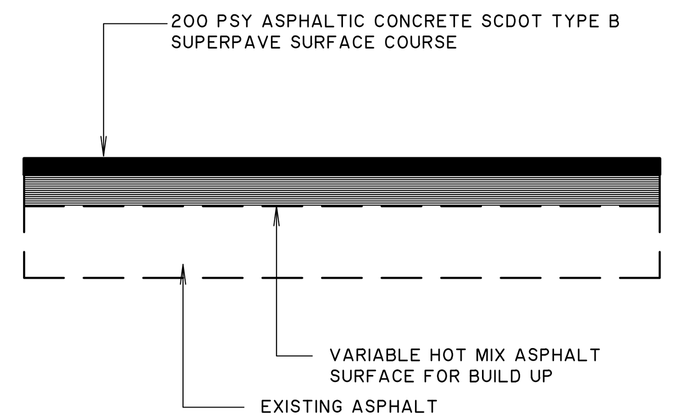
FOR CONCRETE MEDIAN
7206000 CONCRETE MEDIAN ------SY
7206100 CONCRETE MEDIAN OVERLAY ------SY



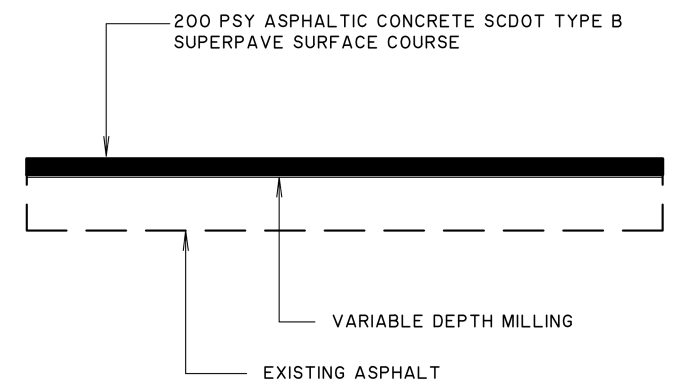
REGULAR PAVEMENT SECTION
NOT TO SCALE



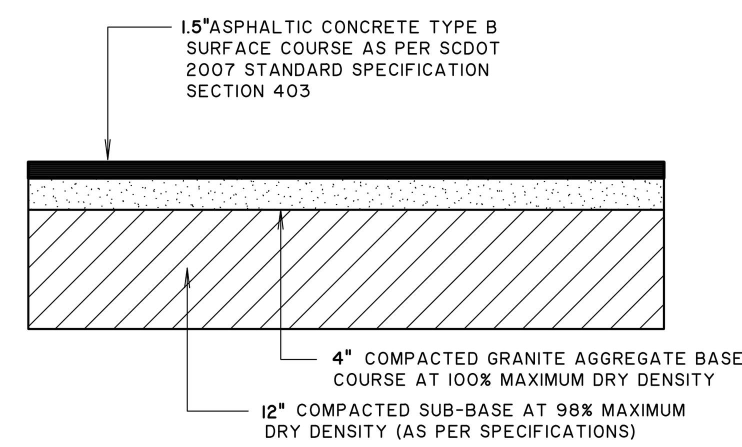
FULL DEPTH PAVEMENT SECTION
NOT TO SCALE



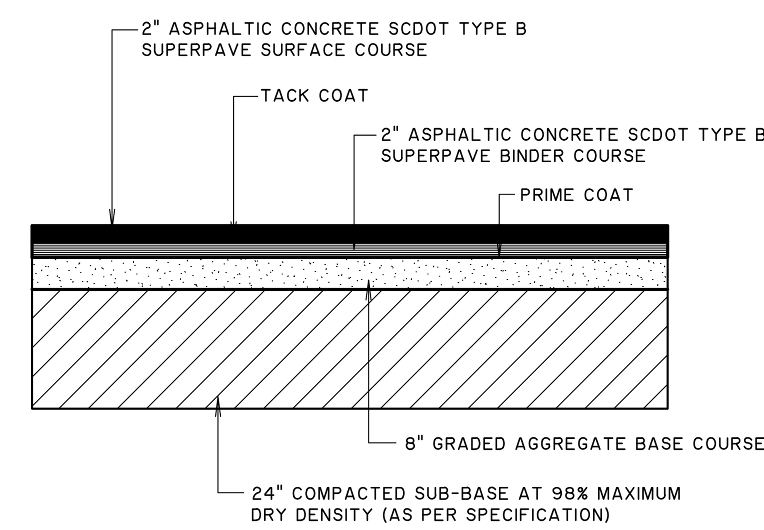
OVERLAY & LEVELING PAVEMENT SECTION
NOT TO SCALE



MILL & INLAY PAVEMENT SECTION
NOT TO SCALE



PEDESTRIAN PATHWAY PAVEMENT SECTION
NOT TO SCALE



SCDOT PAVEMENT SECTION
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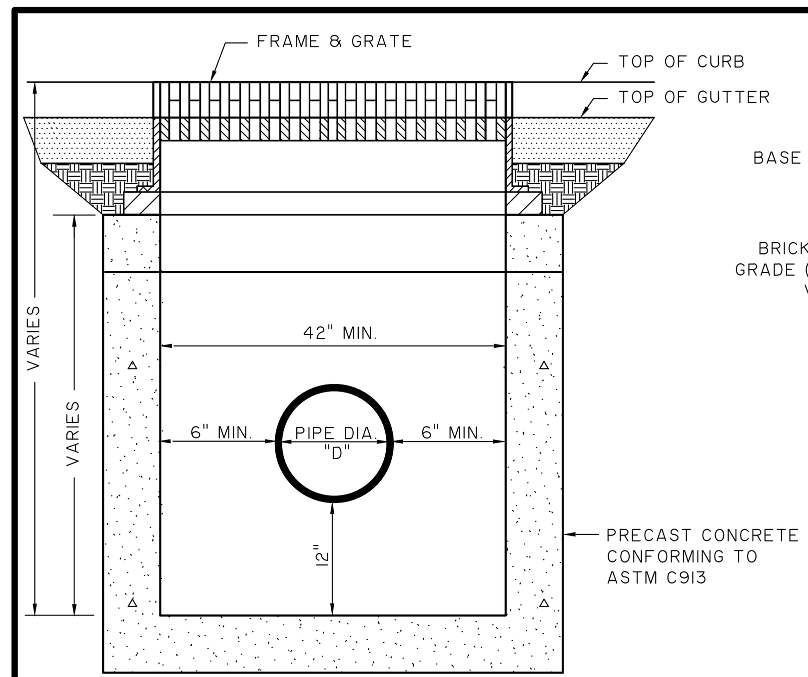
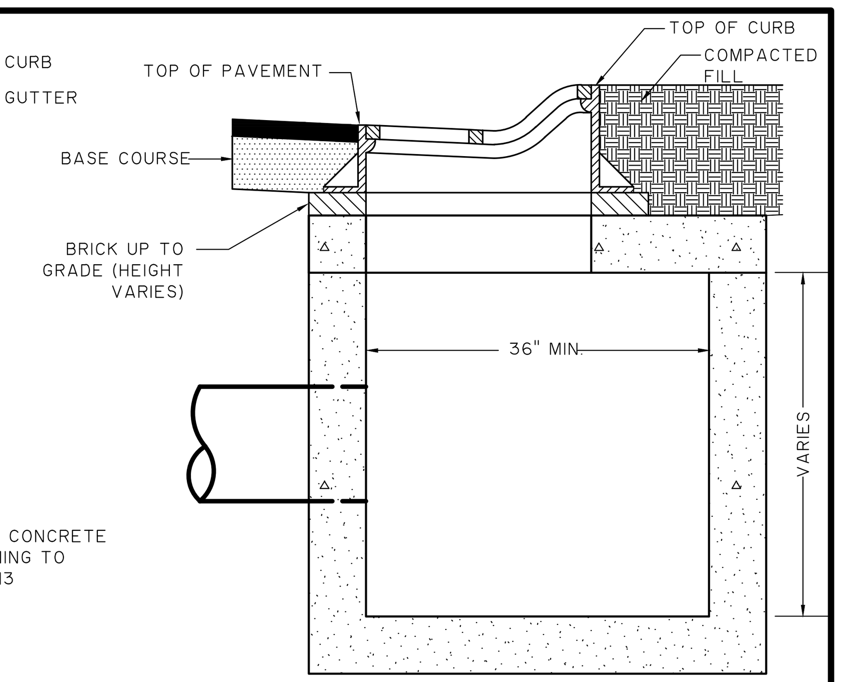


FRONT ELEVATION



SIDE ELEVATION

D18
OCT. 2008
THOMAS & HUTTON ENGINEERING CO.

CURB INLET DETAIL FOR 18" ROLL-OVER CURB & GUTTER
NOT TO SCALE

SOUTH CAROLINA THOMAS & HUTTON ENGINEERING CO. No. C00285 CERTIFICATE OF AUTHORIZATION

FOR REVIEW ONLY - NOT FOR CONSTRUCTION

NO.	REVISIONS	BY	DATE
3	REVISED PER SCDOT COMMENTS RECEIVED 8/8/16	JBJ	8/12/16

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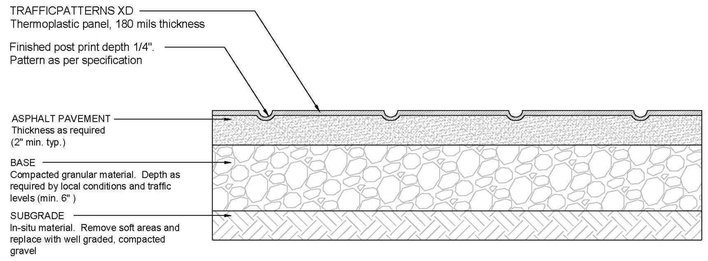
50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300
www.thomasandhutton.com

NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
PAVING, GRADING & DRAINAGE DETAILS

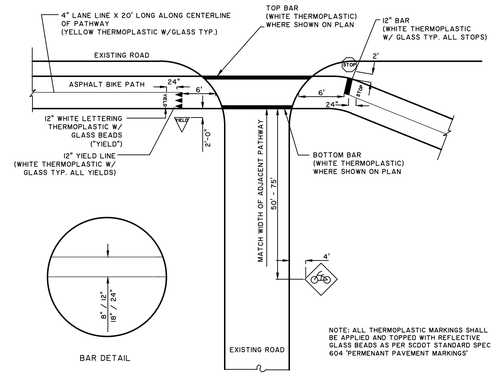
JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	AS NOTED

C3.7

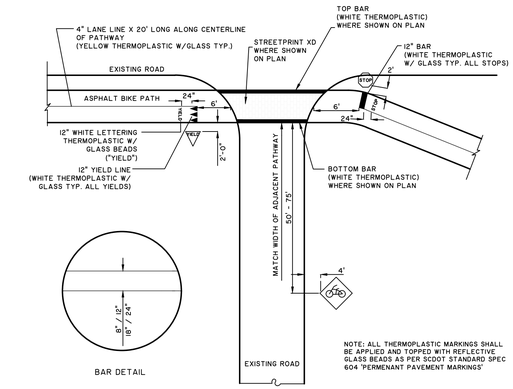


TYPICAL PAVEMENT WITH TRAFFICPATTERNS XD CROSS-SECTION DETAIL
Good Subgrade Support
Characterized by Firm to Hard Soils

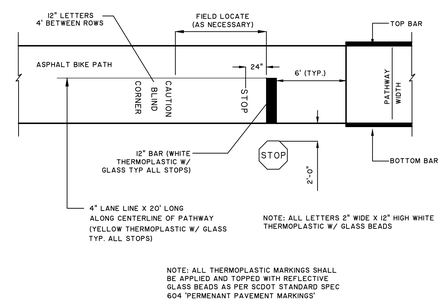
Flint TRADING INC.
Flint Trading Inc.
336-475-6600 | www.flinttrading.com



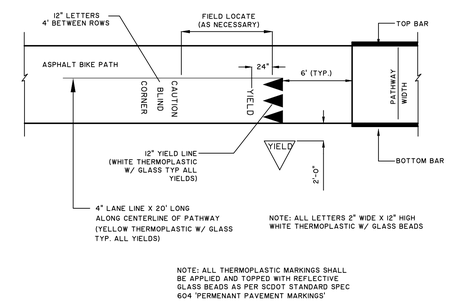
STRIPING AT DRIVEWAY CROSSING
NOT TO SCALE



STRIPING AT ROADWAY CROSSING
NOT TO SCALE



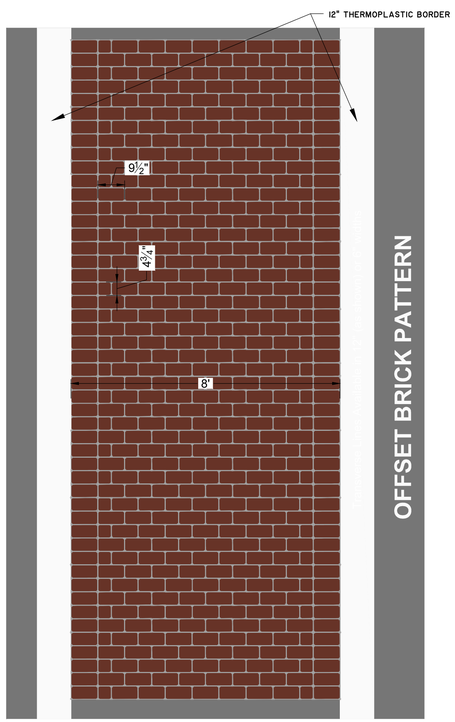
SIGNAGE - STOP GRAPHIC DETAIL
NOT TO SCALE



SIGNAGE - YIELD GRAPHIC DETAIL
NOT TO SCALE

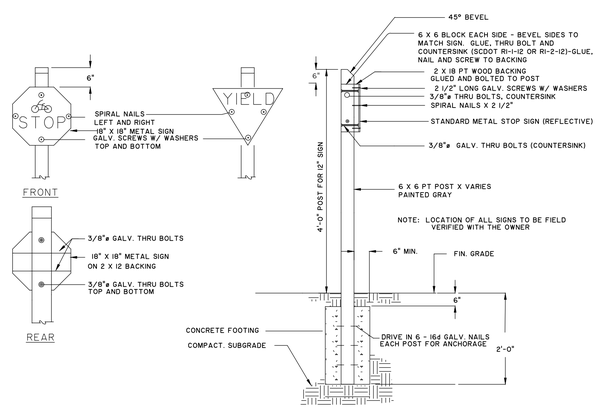
COLOR

Sonoma Sand
(P479c)

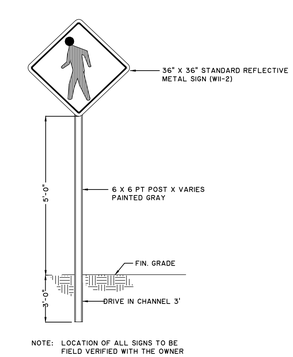


AVAILABLE CROSSWALK WIDTHS			
inches	feet	ft inch	meters
72.000	6.00 ft	6 ft 0 in	1.83 m
86.400	7.20 ft	7 ft 2 in	2.19 m
96.000	8.00 ft	8 ft 0 in	2.44 m
110.400	9.20 ft	9 ft 2 in	2.80 m
120.000	10.00 ft	10 ft 0 in	3.05 m
134.400	11.20 ft	11 ft 2 in	3.41 m
144.000	12.00 ft	12 ft 0 in	3.66 m
168.000	14.00 ft	14 ft 0 in	4.27 m
192.000	16.00 ft	16 ft 0 in	4.88 m
216.000	18.00 ft	18 ft 0 in	5.49 m
240.000	20.00 ft	20 ft 0 in	6.10 m

NOTE: Widths measure inside to inside of transverse lines



SIGNAGE -STOP/YIELD 18"
NOT TO SCALE



SIGNAGE - VEHICULAR TRAFFIC WARNING SIGN
NOT TO SCALE

SOUTH CAROLINA THOMAS & HUTTON ENGINEERING No. C00285 CERTIFICATE OF AUTHORIZATION

FOR REVIEW ONLY - NOT FOR CONSTRUCTION

NO.	REVISIONS	BY	DATE
1	REVISED PER TOWN HHI 95% COMMENTS DATED 6/23/16	JRS	7/7/16

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NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
PAVING GRADING & DRAINAGE DETAILS

SOUTH CAROLINA PROFESSIONAL ENGINEER

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	AS NOTED

C3.8

REFERENCES

NATIONAL DOCUMENTS
AASHTO M 235

SCDOT DOCUMENTS
QUALIFIED PRODUCT LIST 14

RELATED DRAWINGS & KEYWORDS
719-505-01, 719-505-03, 719-420-00

PRECONSTRUCTION SUPPORT ENGINEER

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

SIGNATURE

MARCH 3, 2009
DATE

#	DATE	CHK	DESCRIPTION
6			
5			
4			
3			
2			
1	3/2009	DSO	GENERAL REVISIONS
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

DRAINAGE ACCESS MANHOLE HEAVY DUTY DRAINAGE STRUCTURE

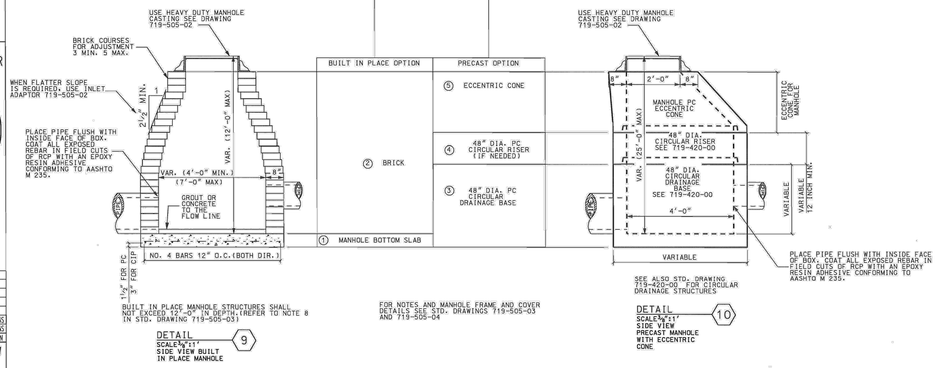
719-505-01

EFFECTIVE LETTING DATE | MAY 2009

SEE QUALIFIED PRODUCT LIST 14 FOR MANUFACTURERS OF PRECAST ITEMS.

BUILT IN PLACE
① BOTTOM SLAB (CIP VARIABLE OR PC 100" DIA.X 6")
AND
② BRICK WALLS (8") (MAX 12' DEPTH)

PRECAST
③ 48" DIA. CIRCULAR DRAINAGE BASE (CONFORMING TO STD. DRAWING 719-420-00)
AND
④ 48" DIA. CIRCULAR RISER (CONFORMING TO STD. DRAWING 719-420-00)
AND
⑤ MANHOLE PC ECCENTRIC CONE



BUILT IN PLACE OPTION	PRECAST OPTION
	⑤ ECCENTRIC CONE
	④ 48" DIA. PC CIRCULAR RISER (IF NEEDED)
② BRICK	③ 48" DIA. PC CIRCULAR DRAINAGE BASE
① MANHOLE BOTTOM SLAB	

FOR NOTES AND MANHOLE FRAME AND COVER DETAILS SEE STD. DRAWINGS 719-505-03 AND 719-505-04

TABLE 719-505A PRECAST ITEMS
MANHOLE PC BOTTOM SLAB (100" DIA. X 6")
MANHOLE PC ECCENTRIC CONE
SEE ALSO 719-505-03 & 719-420-00

SOUTH CAROLINA THOMAS & HUTTON ENGINEERING No. C00285 CERTIFICATE OF AUTHORITY

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NO.	REVISIONS	BY	DATE
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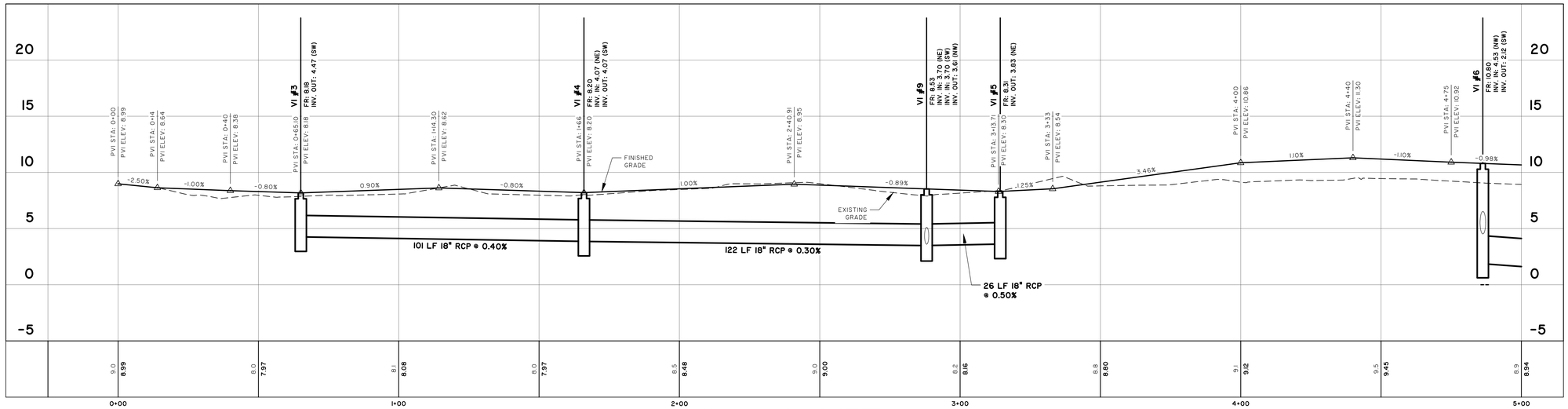
NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
PAVING, GRADING & DRAINAGE DETAILS

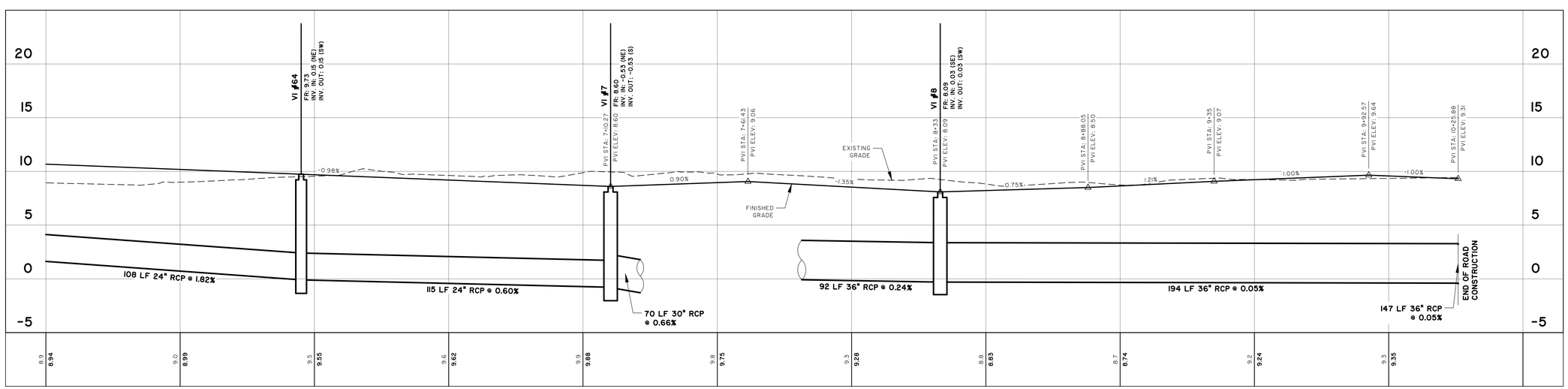
HILTON HEAD ISLAND, SOUTH CAROLINA

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	AS NOTED

C3.9



24634.0010 – NASSAU STREET
STATIONS: -0+25 – 5+00
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 5'



24634.0010 – NASSAU STREET
STATIONS: 5+00 – 10+50
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 5'

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NO.	REVISIONS	BY	DATE

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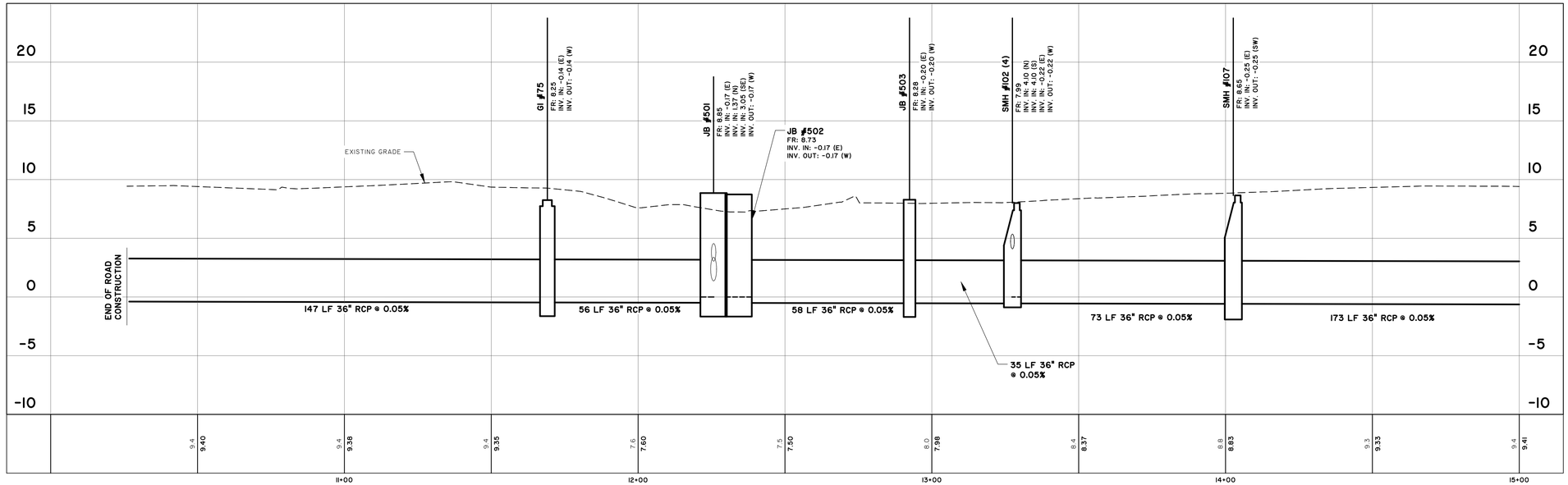
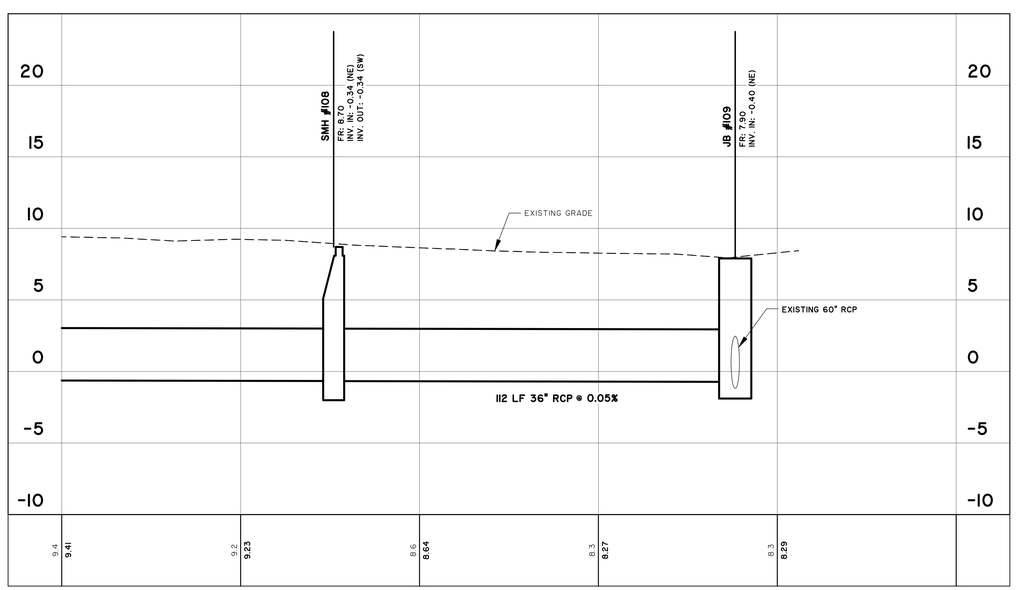
NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
ROAD PROFILES

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	AS NOTED

C3.10



24634.0010 – NASSAU EXTENSION
STATIONS: 10+00 – 15+00
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 5'



24634.0010 – NASSAU EXTENSION
STATIONS: 15+00 – 17+50
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 5'

SOUTH CAROLINA
THOMAS & HUTTON ENGINEERING CO.
No. C00285
CERTIFICATE OF AUTHORITY

FOR REVIEW ONLY - NOT FOR CONSTRUCTION

NO.	REVISIONS	BY	DATE

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NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
ROAD EXTENSION PROFILE

HILTON HEAD ISLAND, SOUTH CAROLINA

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	AS NOTED

C3.11

STA: 8+50
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 5+50
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 2+50
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 8+00
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 5+00
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 2+00
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 10+25.88
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 7+50
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 4+50
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 1+50
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 10+00
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 7+00
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 4+00
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 1+00
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 9+50
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 6+50
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 3+50
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 0+50
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 9+00
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 6+00
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 3+00
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

STA: 0+00
SCALE: HORZ.: 1" = 20'
VERT.: 1" = 20'

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NASSAU STREET - PROJECT "A"

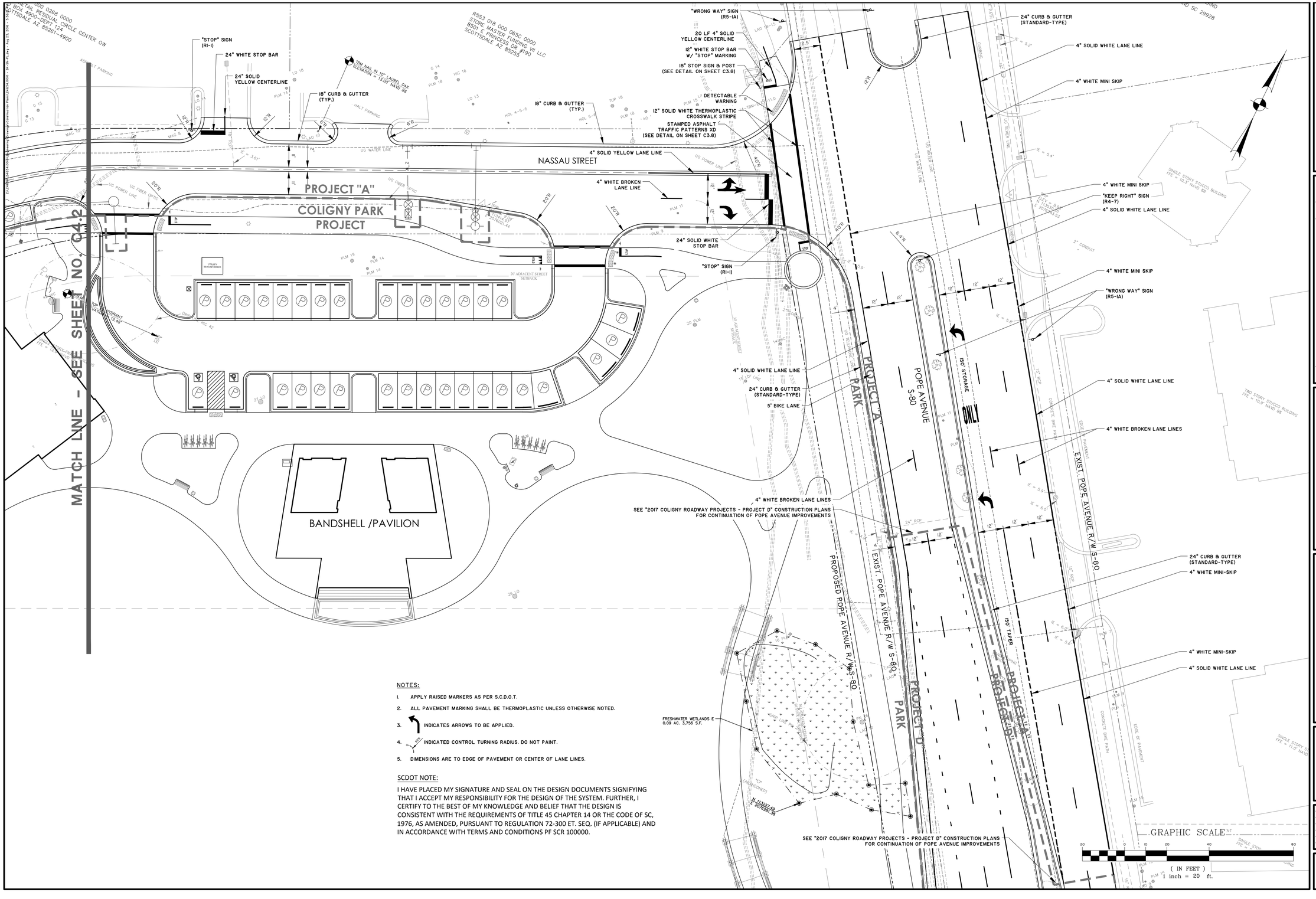
HILTON HEAD ISLAND, SOUTH CAROLINA

2017 COLIGNY ROADWAY PROJECTS

ROAD CROSS SECTIONS

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	AS NOTED

C3.12



NOTES:

1. APPLY RAISED MARKERS AS PER S.C.D.O.T.
2. ALL PAVEMENT MARKING SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
3. INDICATES ARROWS TO BE APPLIED.
4. INDICATED CONTROL TURNING RADIUS. DO NOT PAINT.
5. DIMENSIONS ARE TO EDGE OF PAVEMENT OR CENTER OF LANE LINES.

SCDOT NOTE:

I HAVE PLACED MY SIGNATURE AND SEAL ON THE DESIGN DOCUMENTS SIGNIFYING THAT I ACCEPT MY 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 45 CHAPTER 14 OR THE CODE OF SC, 1976, AS AMENDED, PURSUANT TO REGULATION 72-300 ET. SEQ. (IF APPLICABLE) AND IN ACCORDANCE WITH TERMS AND CONDITIONS PF SCR 100000.

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NO.	REVISIONS	BY	DATE
3	REVISED PER SCDOT COMMENTS RECEIVED 8/8/16	JBJ	8/12/16
1	REVISED PER TOWN HHI 95% COMMENTS DATED 6/23/16	JRS	7/7/16

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NASSAU STREET - PROJECT "A"

HILTON HEAD ISLAND, SOUTH CAROLINA

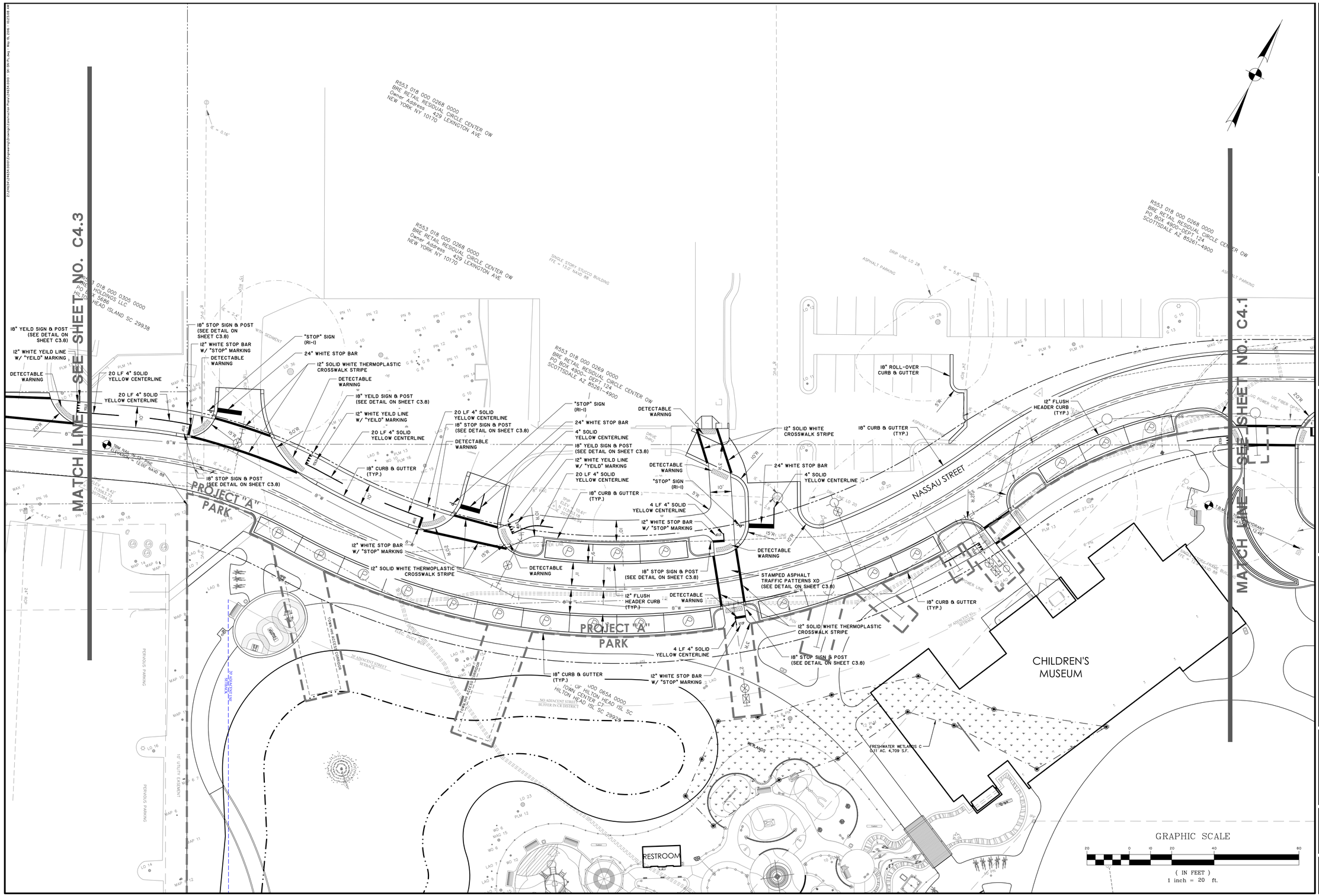
2017 COLIGNY ROADWAY PROJECTS

SIGNAGE AND MARKING PLAN

HILTON HEAD ISLAND, SOUTH CAROLINA

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 20'

C4.1



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NASSAU STREET - PROJECT "A"

HILTON HEAD ISLAND, SOUTH CAROLINA

2017 COLIGNY ROADWAY PROJECTS

SIGNAGE AND MARKING PLAN

JOB NO:	J-24634.0010
DATE:	8/12/16
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DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 20'

C4.2

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NASSAU STREET – PROJECT "A"

HILTON HEAD ISLAND, SOUTH CAROLINA

2017 COLIGNY ROADWAY PROJECTS

SIGNAGE AND MARKING PLAN

JOB NO:	J-24634.0010
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DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 20'

C4.3

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NASSAU STREET - PROJECT "A"

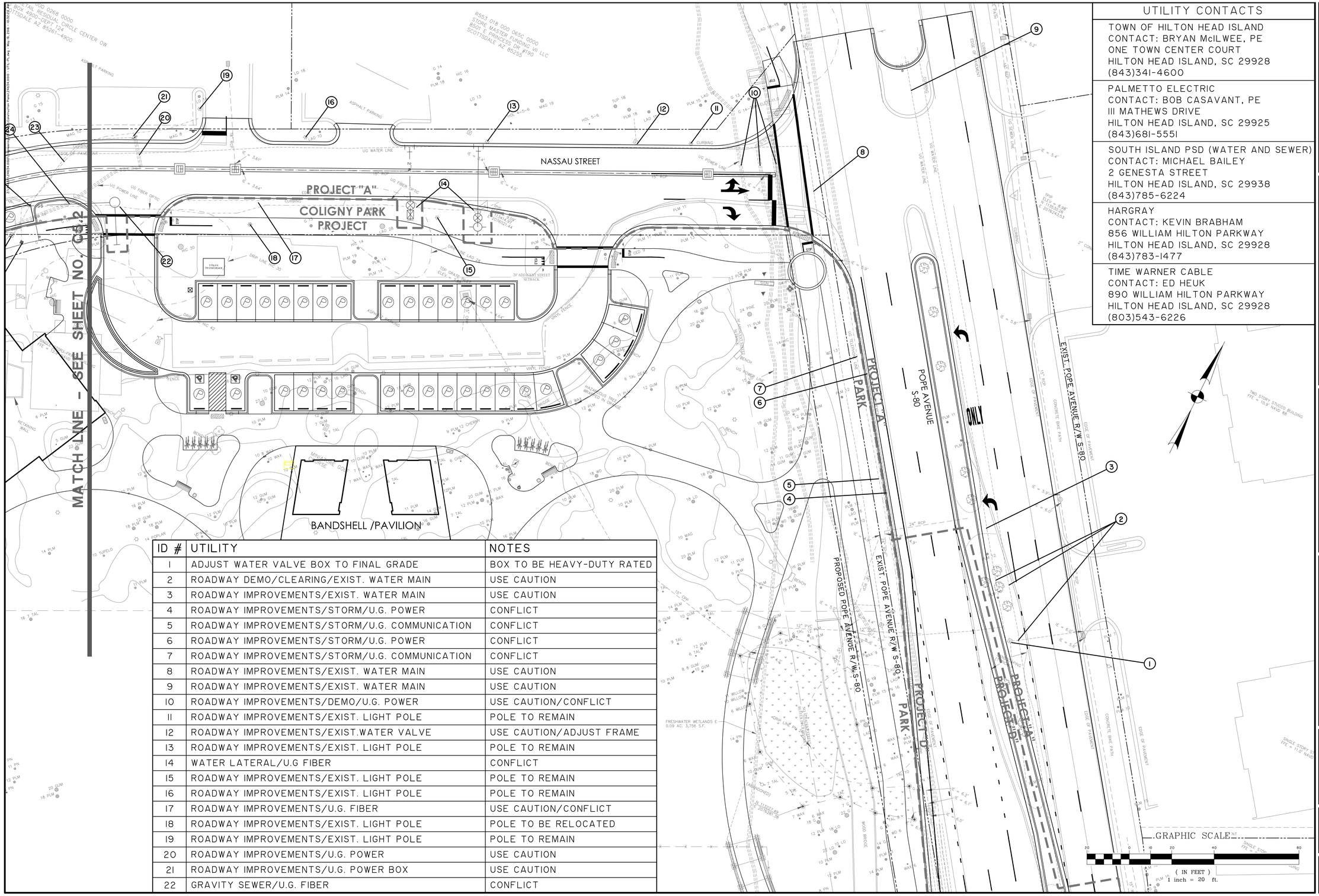
HILTON HEAD ISLAND, SOUTH CAROLINA

2017 COLIGNY ROADWAY PROJECTS

SIGNAGE AND MARKING PLAN

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 20'

C4.4



ID #	UTILITY	NOTES
1	ADJUST WATER VALVE BOX TO FINAL GRADE	BOX TO BE HEAVY-DUTY RATED
2	ROADWAY DEMO/CLEARING/EXIST. WATER MAIN	USE CAUTION
3	ROADWAY IMPROVEMENTS/EXIST. WATER MAIN	USE CAUTION
4	ROADWAY IMPROVEMENTS/STORM/U.G. POWER	CONFLICT
5	ROADWAY IMPROVEMENTS/STORM/U.G. COMMUNICATION	CONFLICT
6	ROADWAY IMPROVEMENTS/STORM/U.G. POWER	CONFLICT
7	ROADWAY IMPROVEMENTS/STORM/U.G. COMMUNICATION	CONFLICT
8	ROADWAY IMPROVEMENTS/EXIST. WATER MAIN	USE CAUTION
9	ROADWAY IMPROVEMENTS/EXIST. WATER MAIN	USE CAUTION
10	ROADWAY IMPROVEMENTS/DEMO/U.G. POWER	USE CAUTION/CONFLICT
11	ROADWAY IMPROVEMENTS/EXIST. LIGHT POLE	POLE TO REMAIN
12	ROADWAY IMPROVEMENTS/EXIST.WATER VALVE	USE CAUTION/ADJUST FRAME
13	ROADWAY IMPROVEMENTS/EXIST. LIGHT POLE	POLE TO REMAIN
14	WATER LATERAL/U.G FIBER	CONFLICT
15	ROADWAY IMPROVEMENTS/EXIST. LIGHT POLE	POLE TO REMAIN
16	ROADWAY IMPROVEMENTS/EXIST. LIGHT POLE	POLE TO REMAIN
17	ROADWAY IMPROVEMENTS/U.G. FIBER	USE CAUTION/CONFLICT
18	ROADWAY IMPROVEMENTS/EXIST. LIGHT POLE	POLE TO BE RELOCATED
19	ROADWAY IMPROVEMENTS/EXIST. LIGHT POLE	POLE TO REMAIN
20	ROADWAY IMPROVEMENTS/U.G. POWER	USE CAUTION
21	ROADWAY IMPROVEMENTS/U.G. POWER BOX	USE CAUTION
22	GRAVITY SEWER/U.G. FIBER	CONFLICT

UTILITY CONTACTS

TOWN OF HILTON HEAD ISLAND
CONTACT: BRYAN McILWEE, PE
ONE TOWN CENTER COURT
HILTON HEAD ISLAND, SC 29928
(843)341-4600

PALMETTO ELECTRIC
CONTACT: BOB CASAVANT, PE
111 MATHEWS DRIVE
HILTON HEAD ISLAND, SC 29925
(843)681-5551

SOUTH ISLAND PSD (WATER AND SEWER)
CONTACT: MICHAEL BAILEY
2 GENESTA STREET
HILTON HEAD ISLAND, SC 29938
(843)785-6224

HARGRAY
CONTACT: KEVIN BRABHAM
856 WILLIAM HILTON PARKWAY
HILTON HEAD ISLAND, SC 29928
(843)783-1477

TIME WARNER CABLE
CONTACT: ED HEUK
890 WILLIAM HILTON PARKWAY
HILTON HEAD ISLAND, SC 29928
(803)543-6226

SOUTH CAROLINA THOMAS & HUTTON ENGINEERING No. C00285 CERTIFICATE OF AUTHORITY

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NO.	REVISIONS	BY	DATE
1	REVISED PER TOWN HHI 95% COMMENTS DATED 6/23/16	JRS	7/7/16

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NASSAU STREET - PROJECT "A"

HILTON HEAD ISLAND, SOUTH CAROLINA

2017 COLIGNY ROADWAY PROJECTS

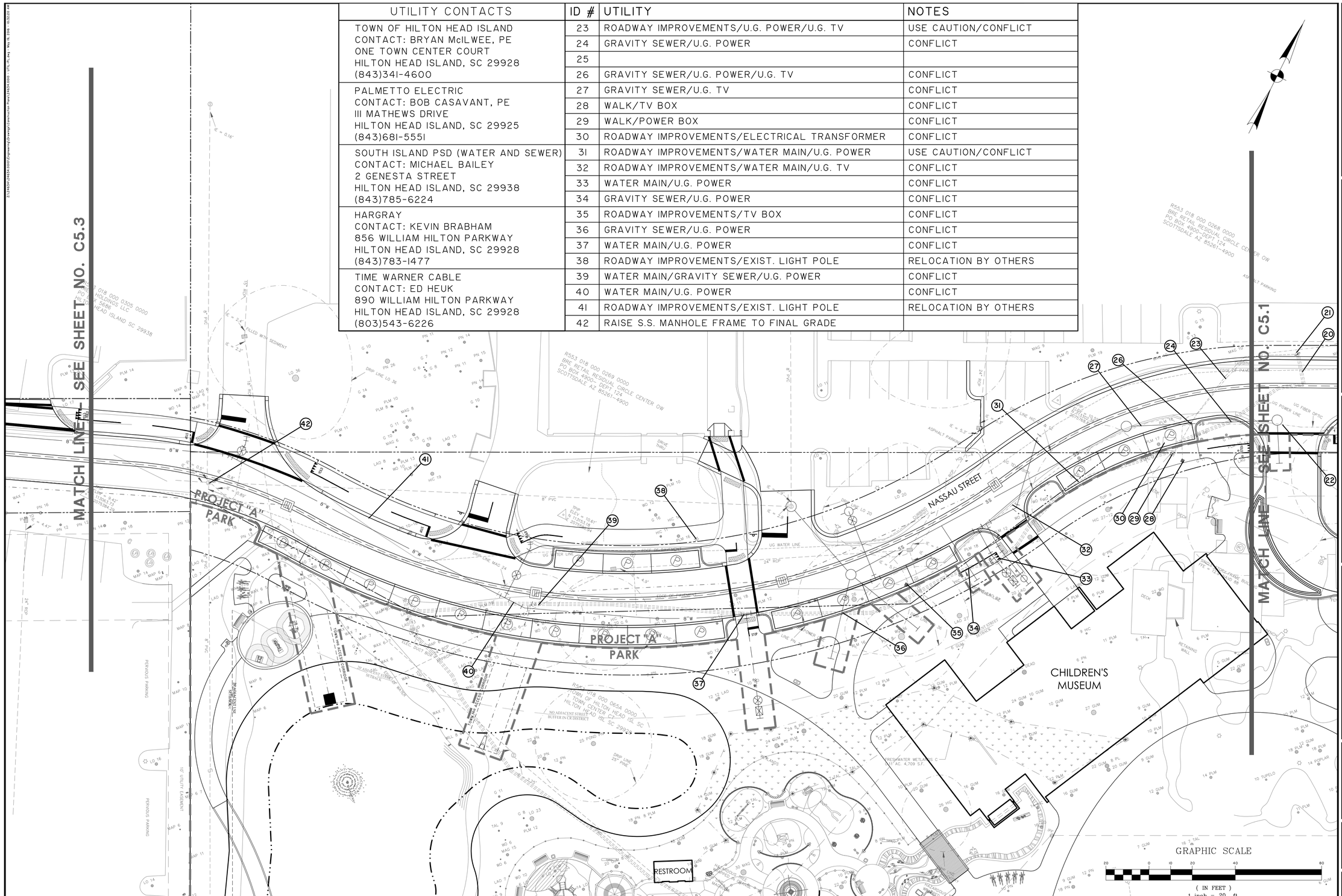
UTILITY COORDINATION PLAN

SOUTH CAROLINA PROFESSIONAL ENGINEER THOMAS & HUTTON ENGINEERING

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 20'

C5.1

UTILITY CONTACTS	ID #	UTILITY	NOTES
TOWN OF HILTON HEAD ISLAND CONTACT: BRYAN McILWEE, PE ONE TOWN CENTER COURT HILTON HEAD ISLAND, SC 29928 (843)341-4600	23	ROADWAY IMPROVEMENTS/U.G. POWER/U.G. TV	USE CAUTION/CONFLICT
	24	GRAVITY SEWER/U.G. POWER	CONFLICT
	25		
	26	GRAVITY SEWER/U.G. POWER/U.G. TV	CONFLICT
PALMETTO ELECTRIC CONTACT: BOB CASAVANT, PE 111 MATHEWS DRIVE HILTON HEAD ISLAND, SC 29925 (843)681-5551	27	GRAVITY SEWER/U.G. TV	CONFLICT
	28	WALK/TV BOX	CONFLICT
	29	WALK/POWER BOX	CONFLICT
	30	ROADWAY IMPROVEMENTS/ELECTRICAL TRANSFORMER	CONFLICT
SOUTH ISLAND PSD (WATER AND SEWER) CONTACT: MICHAEL BAILEY 2 GENESTA STREET HILTON HEAD ISLAND, SC 29938 (843)785-6224	31	ROADWAY IMPROVEMENTS/WATER MAIN/U.G. POWER	USE CAUTION/CONFLICT
	32	ROADWAY IMPROVEMENTS/WATER MAIN/U.G. TV	CONFLICT
	33	WATER MAIN/U.G. POWER	CONFLICT
	34	GRAVITY SEWER/U.G. POWER	CONFLICT
HARGRAY CONTACT: KEVIN BRABHAM 856 WILLIAM HILTON PARKWAY HILTON HEAD ISLAND, SC 29928 (843)783-1477	35	ROADWAY IMPROVEMENTS/TV BOX	CONFLICT
	36	GRAVITY SEWER/U.G. POWER	CONFLICT
	37	WATER MAIN/U.G. POWER	CONFLICT
	38	ROADWAY IMPROVEMENTS/EXIST. LIGHT POLE	RELOCATION BY OTHERS
TIME WARNER CABLE CONTACT: ED HEUK 890 WILLIAM HILTON PARKWAY HILTON HEAD ISLAND, SC 29928 (803)543-6226	39	WATER MAIN/GRAVITY SEWER/U.G. POWER	CONFLICT
	40	WATER MAIN/U.G. POWER	CONFLICT
	41	ROADWAY IMPROVEMENTS/EXIST. LIGHT POLE	RELOCATION BY OTHERS
	42	RAISE S.S. MANHOLE FRAME TO FINAL GRADE	



SOUTH CAROLINA
THOMAS & HUTTON ENGINEERING
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NASSAU STREET - PROJECT "A"

HILTON HEAD ISLAND, SOUTH CAROLINA

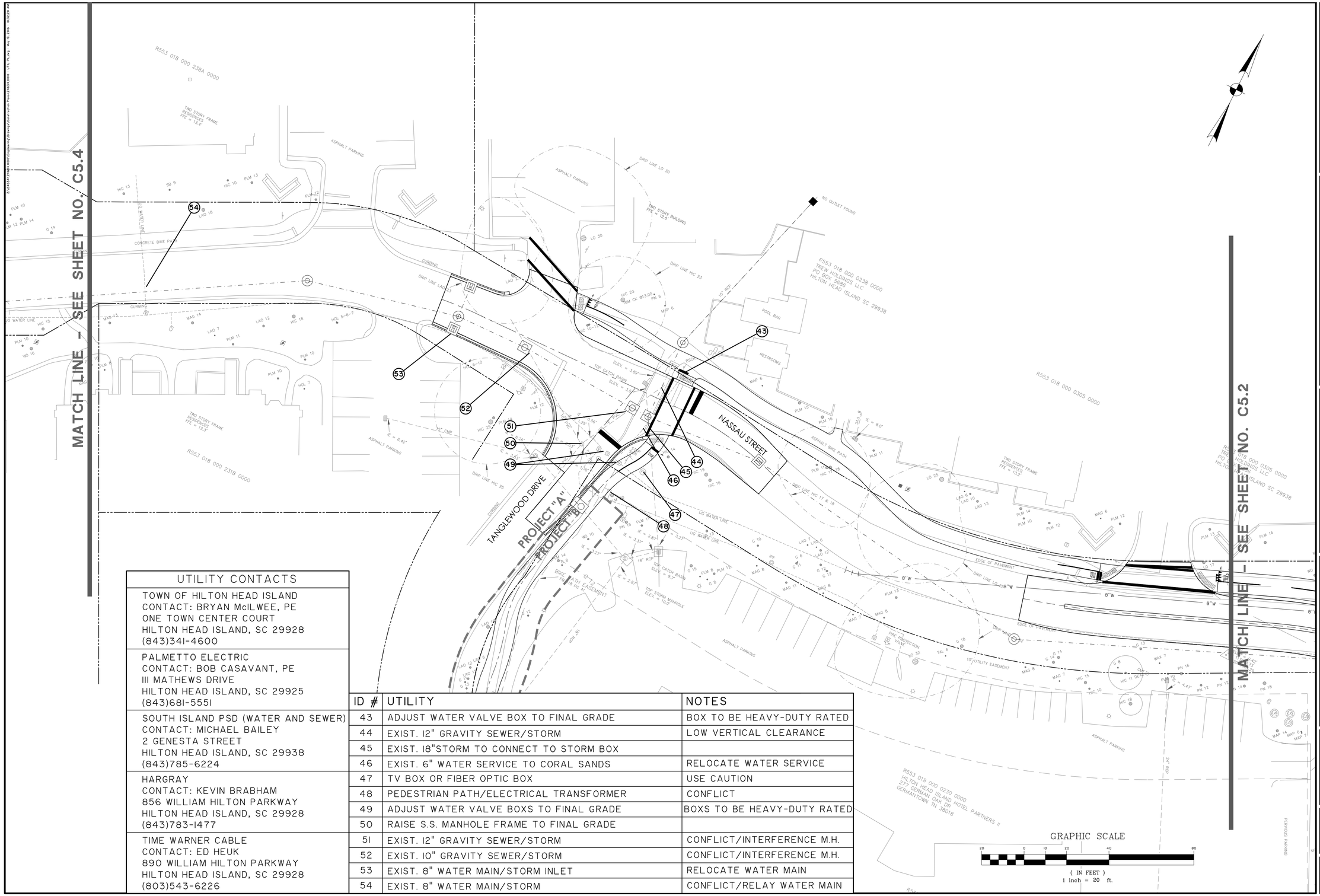
2017 COLIGNY ROADWAY PROJECTS

UTILITY COORDINATION PLAN

REGISTERED LANDSCAPE ARCHITECT
JOHN BRYAN JOHNSON
No. 1141

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 20'

C5.2



UTILITY CONTACTS
TOWN OF HILTON HEAD ISLAND CONTACT: BRYAN McILWEE, PE ONE TOWN CENTER COURT HILTON HEAD ISLAND, SC 29928 (843)341-4600
PALMETTO ELECTRIC CONTACT: BOB CASAVANT, PE 111 MATHEWS DRIVE HILTON HEAD ISLAND, SC 29925 (843)681-5551
SOUTH ISLAND PSD (WATER AND SEWER) CONTACT: MICHAEL BAILEY 2 GENESTA STREET HILTON HEAD ISLAND, SC 29938 (843)785-6224
HARGRAY CONTACT: KEVIN BRABHAM 856 WILLIAM HILTON PARKWAY HILTON HEAD ISLAND, SC 29928 (843)783-1477
TIME WARNER CABLE CONTACT: ED HEUK 890 WILLIAM HILTON PARKWAY HILTON HEAD ISLAND, SC 29928 (803)543-6226

ID #	UTILITY	NOTES
43	ADJUST WATER VALVE BOX TO FINAL GRADE	BOX TO BE HEAVY-DUTY RATED
44	EXIST. 12" GRAVITY SEWER/STORM	LOW VERTICAL CLEARANCE
45	EXIST. 18"STORM TO CONNECT TO STORM BOX	
46	EXIST. 6" WATER SERVICE TO CORAL SANDS	RELOCATE WATER SERVICE
47	TV BOX OR FIBER OPTIC BOX	USE CAUTION
48	PEDESTRIAN PATH/ELECTRICAL TRANSFORMER	CONFLICT
49	ADJUST WATER VALVE BOXS TO FINAL GRADE	BOXS TO BE HEAVY-DUTY RATED
50	RAISE S.S. MANHOLE FRAME TO FINAL GRADE	
51	EXIST. 12" GRAVITY SEWER/STORM	CONFLICT/INTERFERENCE M.H.
52	EXIST. 10" GRAVITY SEWER/STORM	CONFLICT/INTERFERENCE M.H.
53	EXIST. 8" WATER MAIN/STORM INLET	RELOCATE WATER MAIN
54	EXIST. 8" WATER MAIN/STORM	CONFLICT/RELAY WATER MAIN

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1	REVISED PER TOWN HHI 95% COMMENTS DATED 6/23/16	JRS	7/7/16

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NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
UTILITY COORDINATION PLAN

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 20'

C5.3

UTILITY CONTACTS
TOWN OF HILTON HEAD ISLAND CONTACT: BRYAN McILWEE, PE ONE TOWN CENTER COURT HILTON HEAD ISLAND, SC 29928 (843)341-4600
PALMETTO ELECTRIC CONTACT: BOB CASAVANT, PE 111 MATHEWS DRIVE HILTON HEAD ISLAND, SC 29925 (843)681-5551
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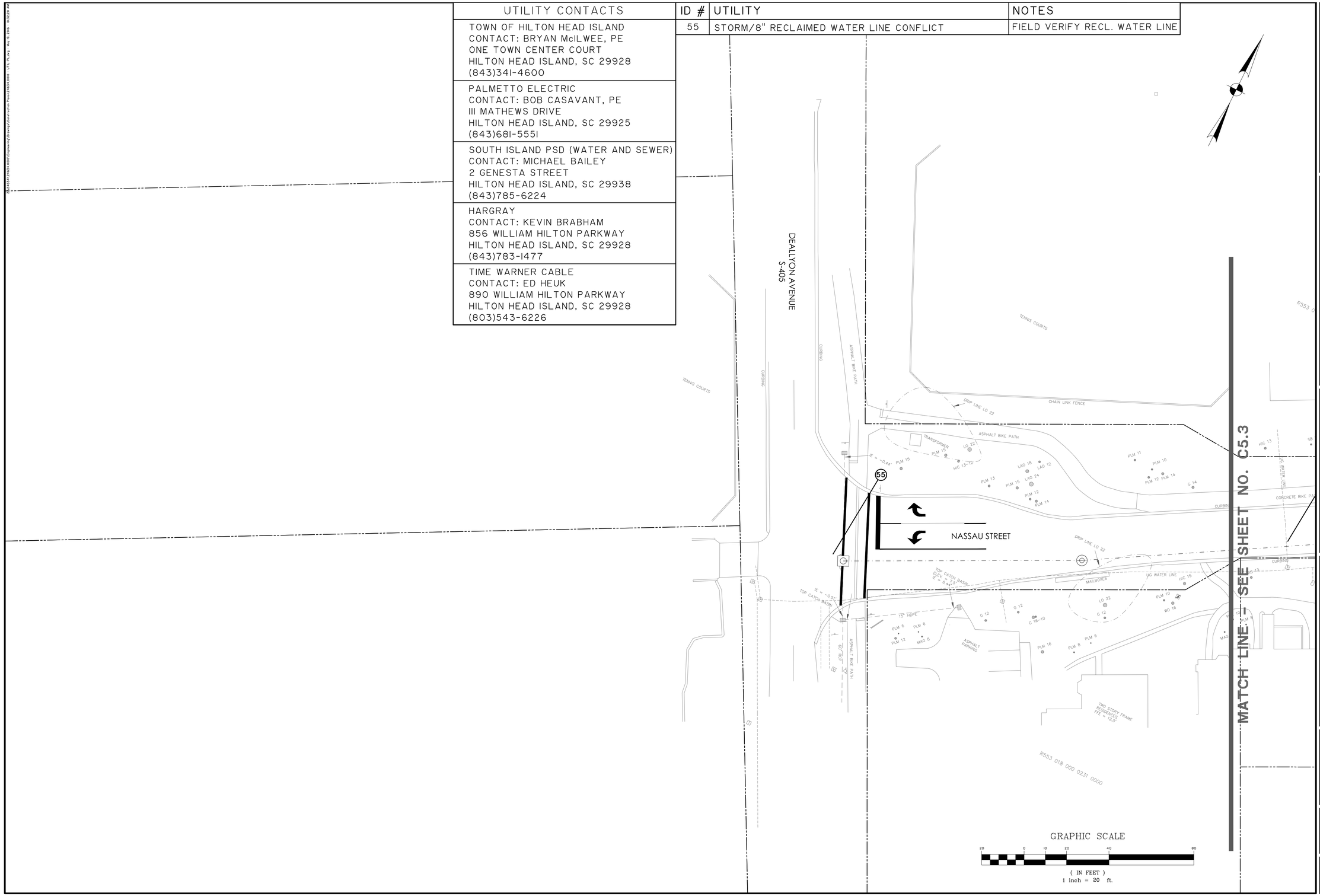
HARGRAY CONTACT: KEVIN BRABHAM 856 WILLIAM HILTON PARKWAY HILTON HEAD ISLAND, SC 29928 (843)783-1477
TIME WARNER CABLE CONTACT: ED HEUK 890 WILLIAM HILTON PARKWAY HILTON HEAD ISLAND, SC 29928 (803)543-6226

ID #	UTILITY	NOTES
55	STORM/8" RECLAIMED WATER LINE CONFLICT	FIELD VERIFY RECL. WATER LINE



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
UTILITY COORDINATION PLAN

JOB NO:	J-24634.0010
DATE:	8/22/16
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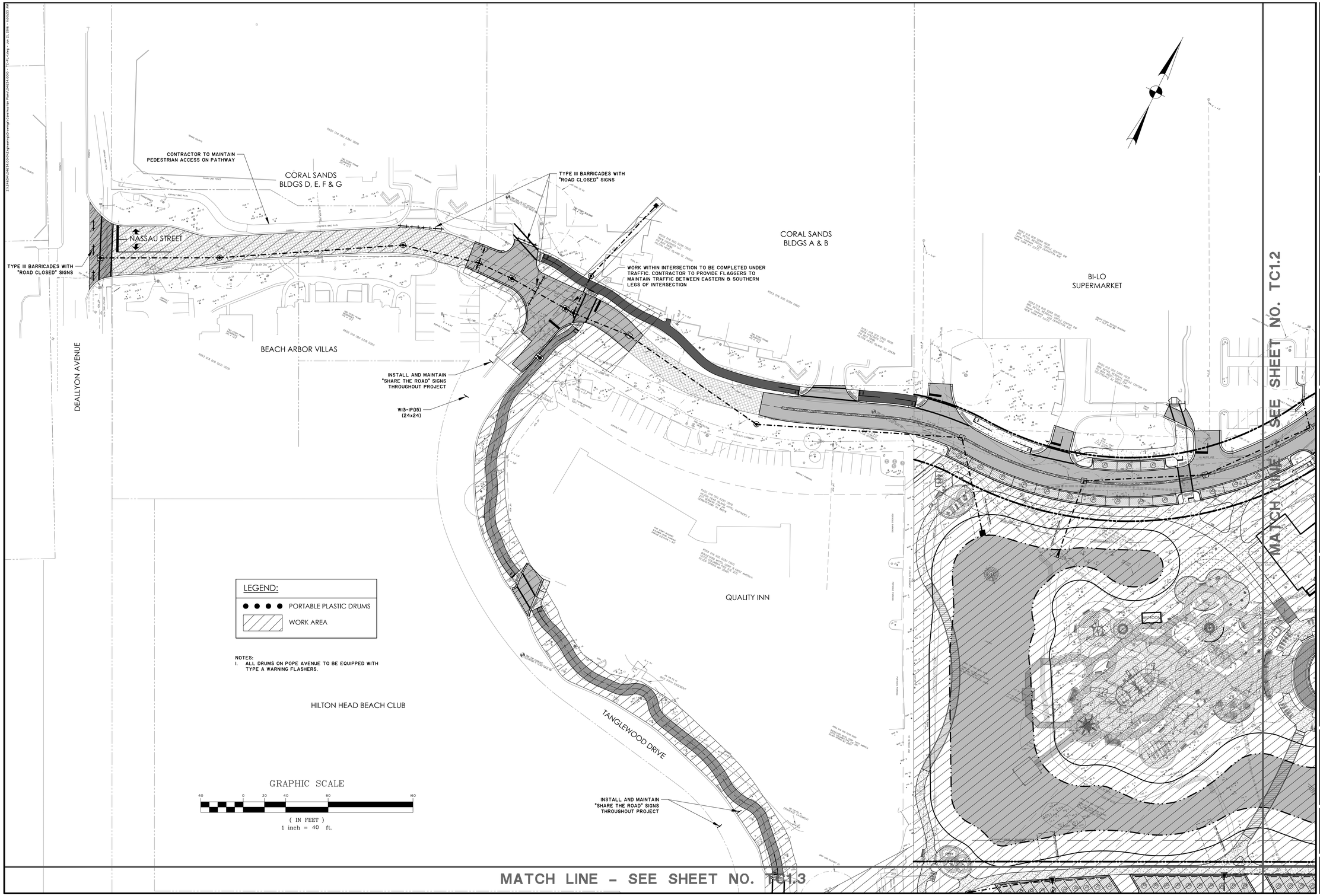
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 20'

C5.4



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No. C00285
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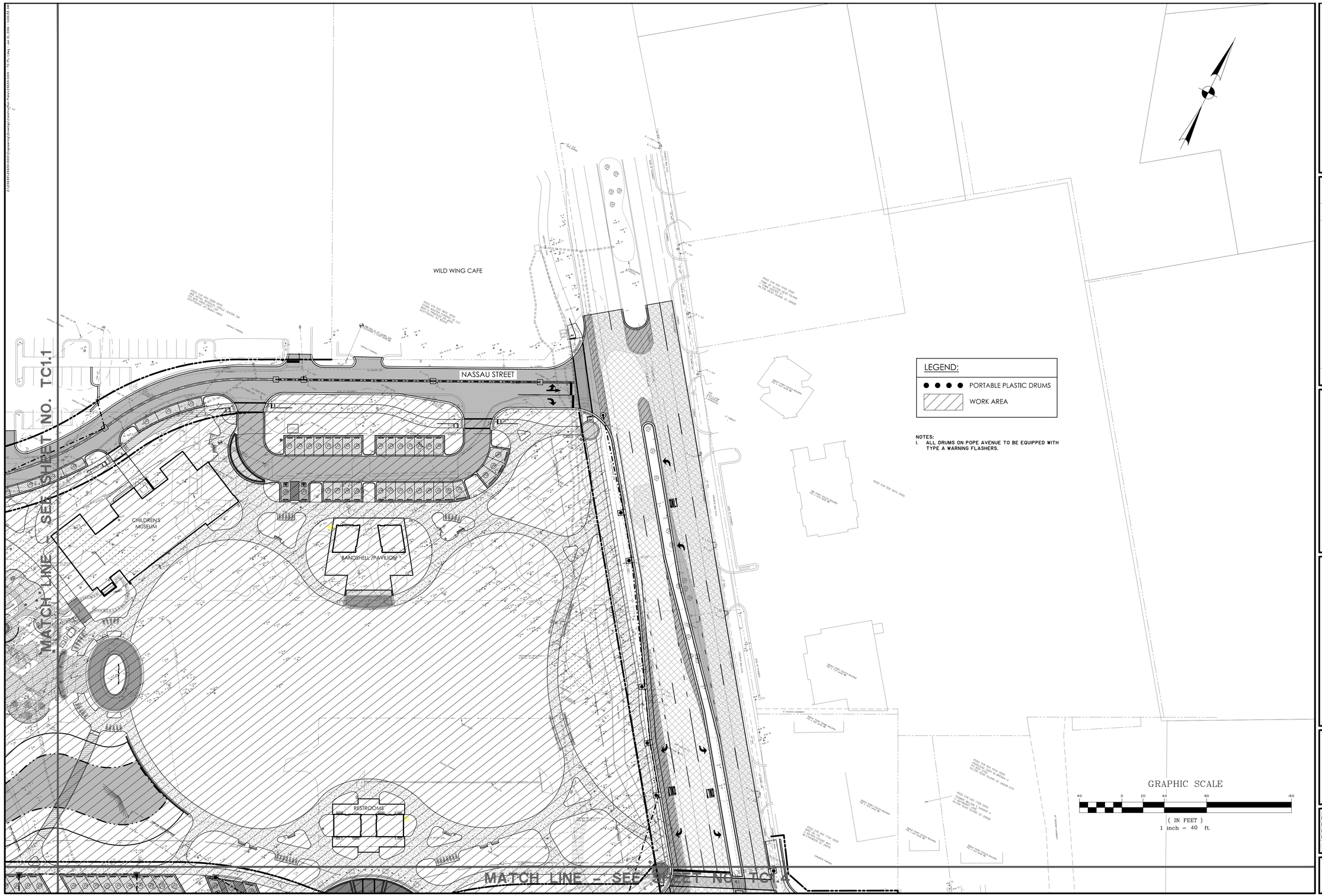
NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
TRAFFIC CONTROL PLAN - STAGE I

HILTON HEAD ISLAND, SOUTH CAROLINA
PROFESSIONAL ENGINEER
JOHN R. JAMES
No. 22407

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 40'

TC1.1



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NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
TRAFFIC CONTROL PLAN - STAGE I

JOB NO:	J-24634.0010
DATE:	8/12/16
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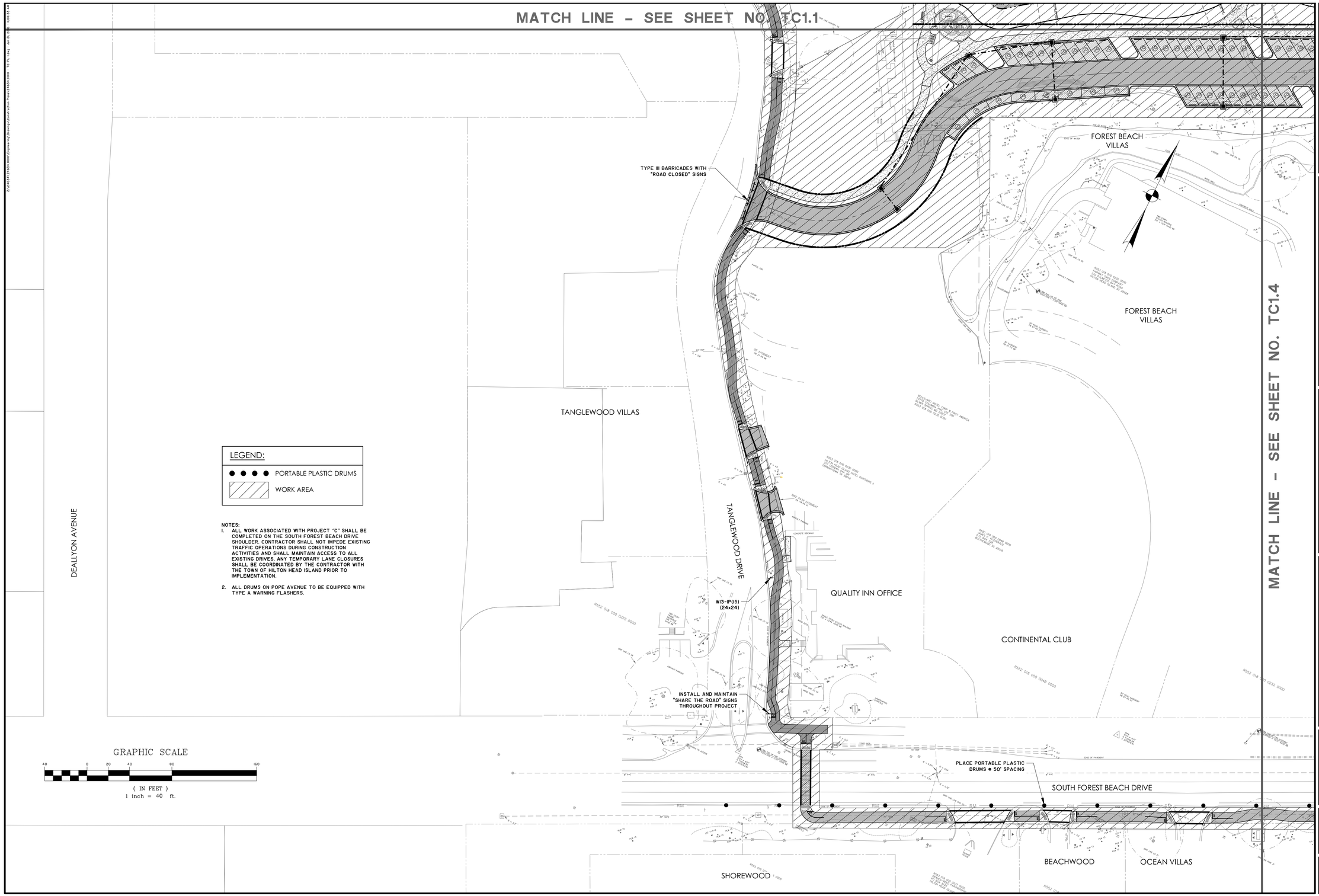
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 40'

TC1.2



NOTES:

1. ALL WORK ASSOCIATED WITH PROJECT "C" SHALL BE COMPLETED ON THE SOUTH FOREST BEACH DRIVE SHOULDER. CONTRACTOR SHALL NOT IMPEDE EXISTING TRAFFIC OPERATIONS DURING CONSTRUCTION ACTIVITIES AND SHALL MAINTAIN ACCESS TO ALL EXISTING DRIVES. ANY TEMPORARY LANE CLOSURES SHALL BE COORDINATED BY THE CONTRACTOR WITH THE TOWN OF HILTON HEAD ISLAND PRIOR TO IMPLEMENTATION.
2. ALL DRUMS ON POPE AVENUE TO BE EQUIPPED WITH TYPE A WARNING FLASHERS.

SOUTH CAROLINA THOMAS & HUTTON ENGINEERING No. C00285 CERTIFICATE OF AUTHORITY

FOR REVIEW ONLY - NOT FOR CONSTRUCTION

NO.	REVISIONS	BY	DATE
2	REVISED PER TOWN HHI 95% COMMENTS DATED 6/23/16	JRS	7/7/16
1	REVISED PER TOWN HHI COMMENTS DATED 6/3/16	JBJ	6/21/16

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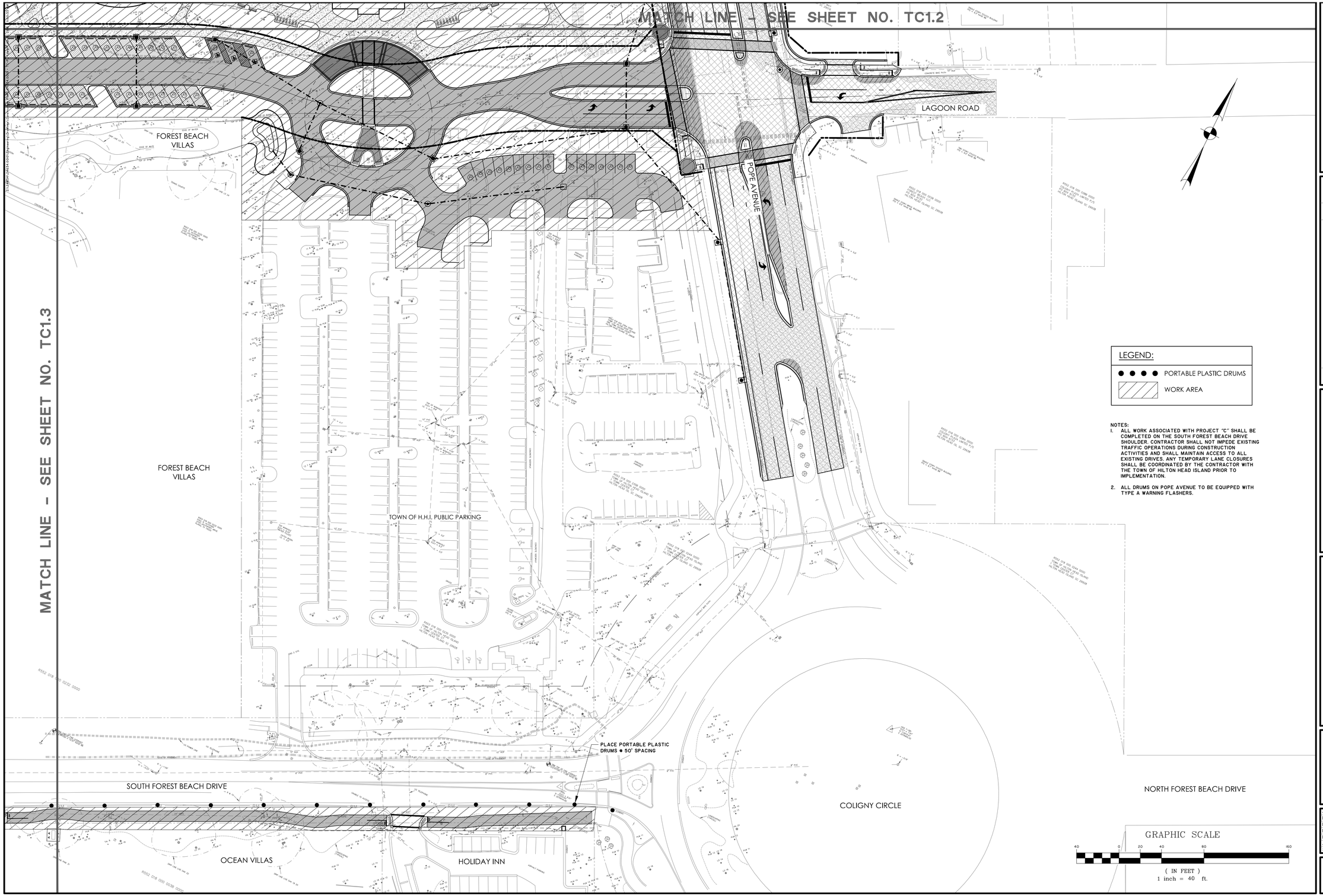
NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
TRAFFIC CONTROL PLAN - STAGE I

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 40'

TC1.3



LEGEND:

- ● ● ● ● PORTABLE PLASTIC DRUMS
- WORK AREA

NOTES:

1. ALL WORK ASSOCIATED WITH PROJECT "C" SHALL BE COMPLETED ON THE SOUTH FOREST BEACH DRIVE SHOULDER. CONTRACTOR SHALL NOT IMPEDE EXISTING TRAFFIC OPERATIONS DURING CONSTRUCTION ACTIVITIES AND SHALL MAINTAIN ACCESS TO ALL EXISTING DRIVES. ANY TEMPORARY LANE CLOSURES SHALL BE COORDINATED BY THE CONTRACTOR WITH THE TOWN OF HILTON HEAD ISLAND PRIOR TO IMPLEMENTATION.
2. ALL DRUMS ON POPE AVENUE TO BE EQUIPPED WITH TYPE A WARNING FLASHERS.

SOUTH CAROLINA
THOMAS & HUTTON ENGINEERING CO.
No. C00285
CERTIFICATE OF AUTHORIZATION

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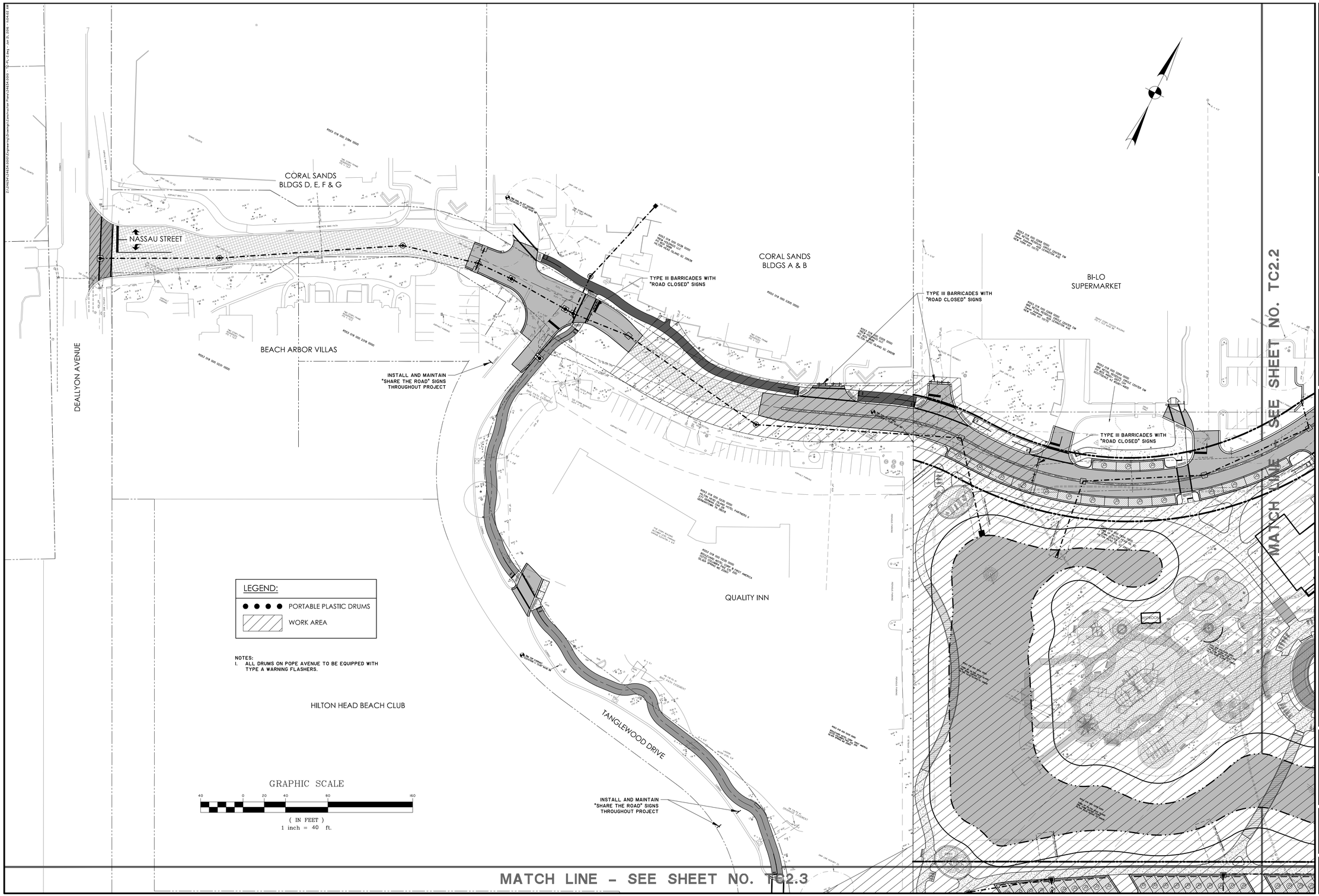
NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
TRAFFIC CONTROL PLAN - STAGE I

HILTON HEAD ISLAND, SOUTH CAROLINA
TOWN OF HILTON HEAD ISLAND
REGISTERED PROFESSIONAL ENGINEER
No. 21931

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 40'

TC1.4



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NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
TRAFFIC CONTROL PLAN - STAGE 2

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 40'

TC2.1

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HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
TRAFFIC CONTROL PLAN - STAGE 2

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 40'

TC2.2

MATCH LINE - SEE SHEET NO. TC2.1

TYPE III BARRICADES WITH "ROAD CLOSED" SIGNS

FOREST BEACH VILLAS

FOREST BEACH VILLAS

TANGLEWOOD VILLAS

TANGLEWOOD DRIVE

QUALITY INN OFFICE

CONTINENTAL CLUB

DEALLYON AVENUE

INSTALL AND MAINTAIN "SHARE THE ROAD" SIGNS THROUGHOUT PROJECT

SOUTH FOREST BEACH DRIVE

SHOREWOOD

BEACHWOOD

OCEAN VILLAS

MATCH LINE - SEE SHEET NO. TC2.4

LEGEND:

- PORTABLE PLASTIC DRUMS
- WORK AREA

NOTES:

1. ALL WORK ASSOCIATED WITH PROJECT "C" SHALL BE COMPLETED ON THE SOUTH FOREST BEACH DRIVE SHOULDER. CONTRACTOR SHALL NOT IMPEDE EXISTING TRAFFIC OPERATIONS DURING CONSTRUCTION ACTIVITIES AND SHALL MAINTAIN ACCESS TO ALL EXISTING DRIVES. ANY TEMPORARY LANE CLOSURES SHALL BE COORDINATED BY THE CONTRACTOR WITH THE TOWN OF HILTON HEAD ISLAND PRIOR TO IMPLEMENTATION.
2. ALL DRUMS ON POPE AVENUE TO BE EQUIPPED WITH TYPE A WARNING FLASHERS.

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

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2017 COLIGNY ROADWAY PROJECTS
TRAFFIC CONTROL PLAN - STAGE 2

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APPROVED:	SKM
SCALE:	1" = 40'

TC2.3

MATCH LINE - SEE SHEET NO. TC2.2

MATCH LINE - SEE SHEET NO. TC2.3

FOREST BEACH VILLAS

FOREST BEACH VILLAS

TOWN OF H.H.I. PUBLIC PARKING

POPE AVENUE

LAGOON ROAD

SOUTH FOREST BEACH DRIVE

OCEAN VILLAS

HOLIDAY INN

COLIGNY CIRCLE

NORTH FOREST BEACH DRIVE

LEGEND:

- PORTABLE PLASTIC DRUMS
- WORK AREA

NOTES:

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TRAFFIC CONTROL PLAN - STAGE 2

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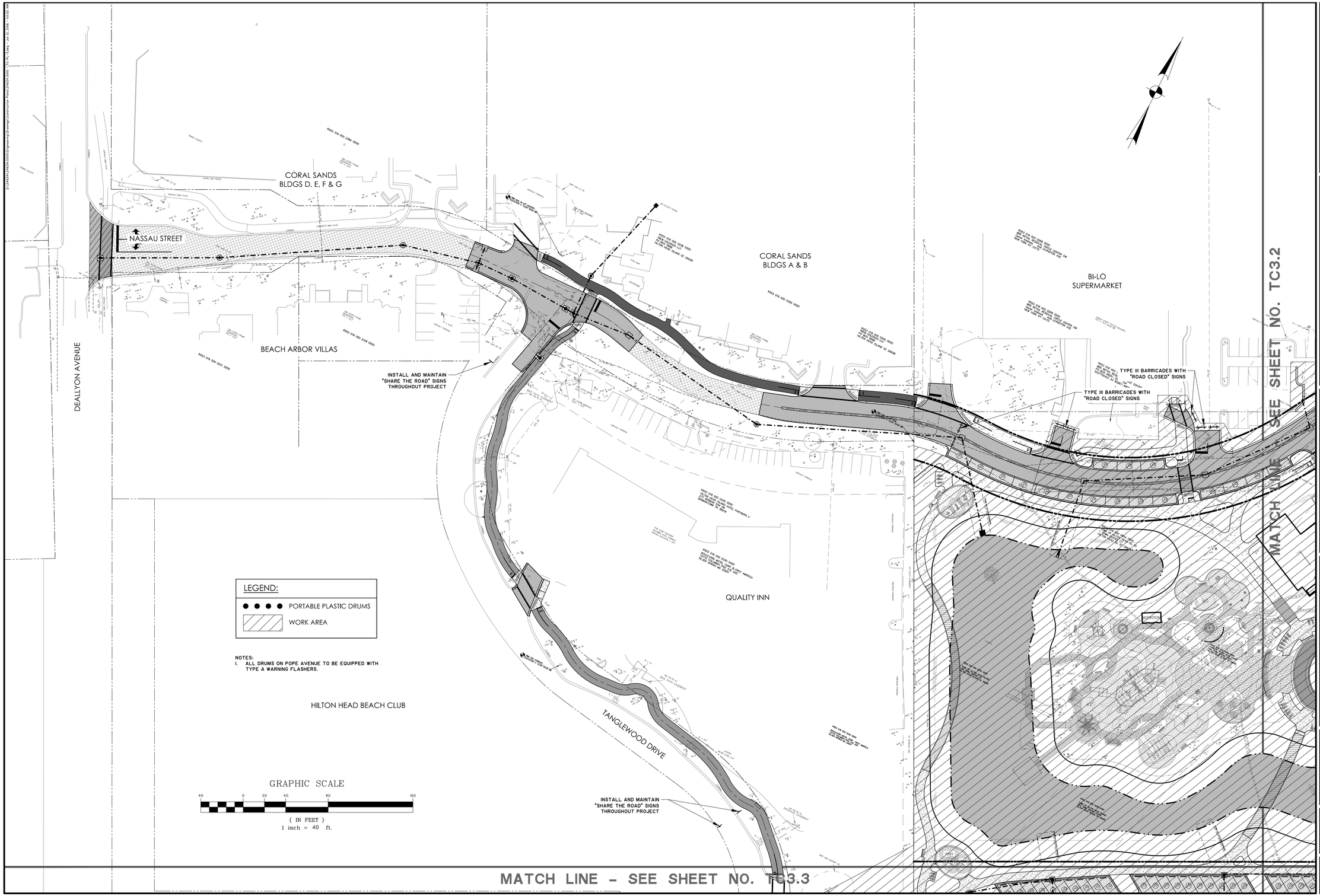
TC2.4



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NASSAU STREET - PROJECT "A"
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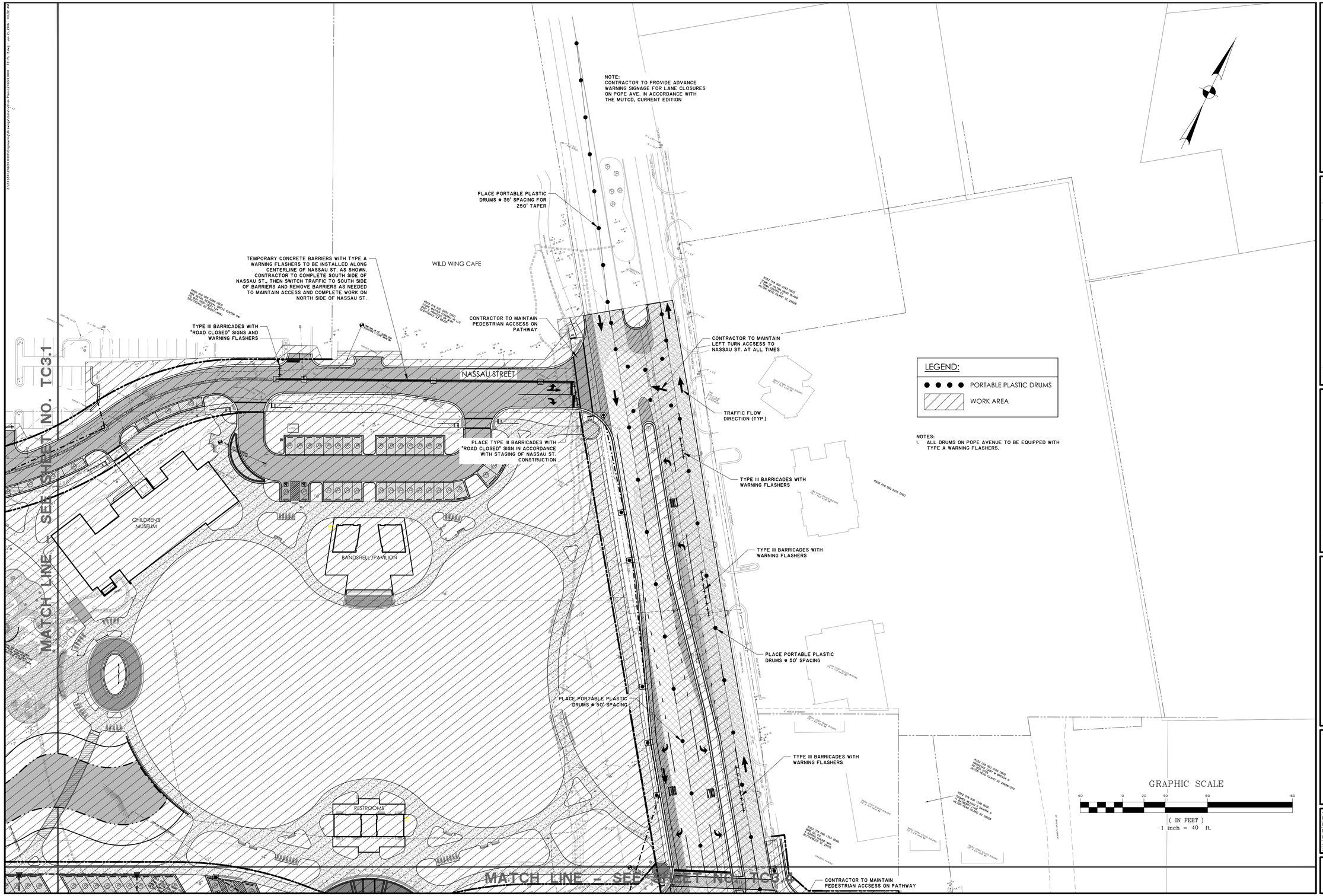
TRAFFIC CONTROL PLAN - STAGE 3

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 40'

TC3.1



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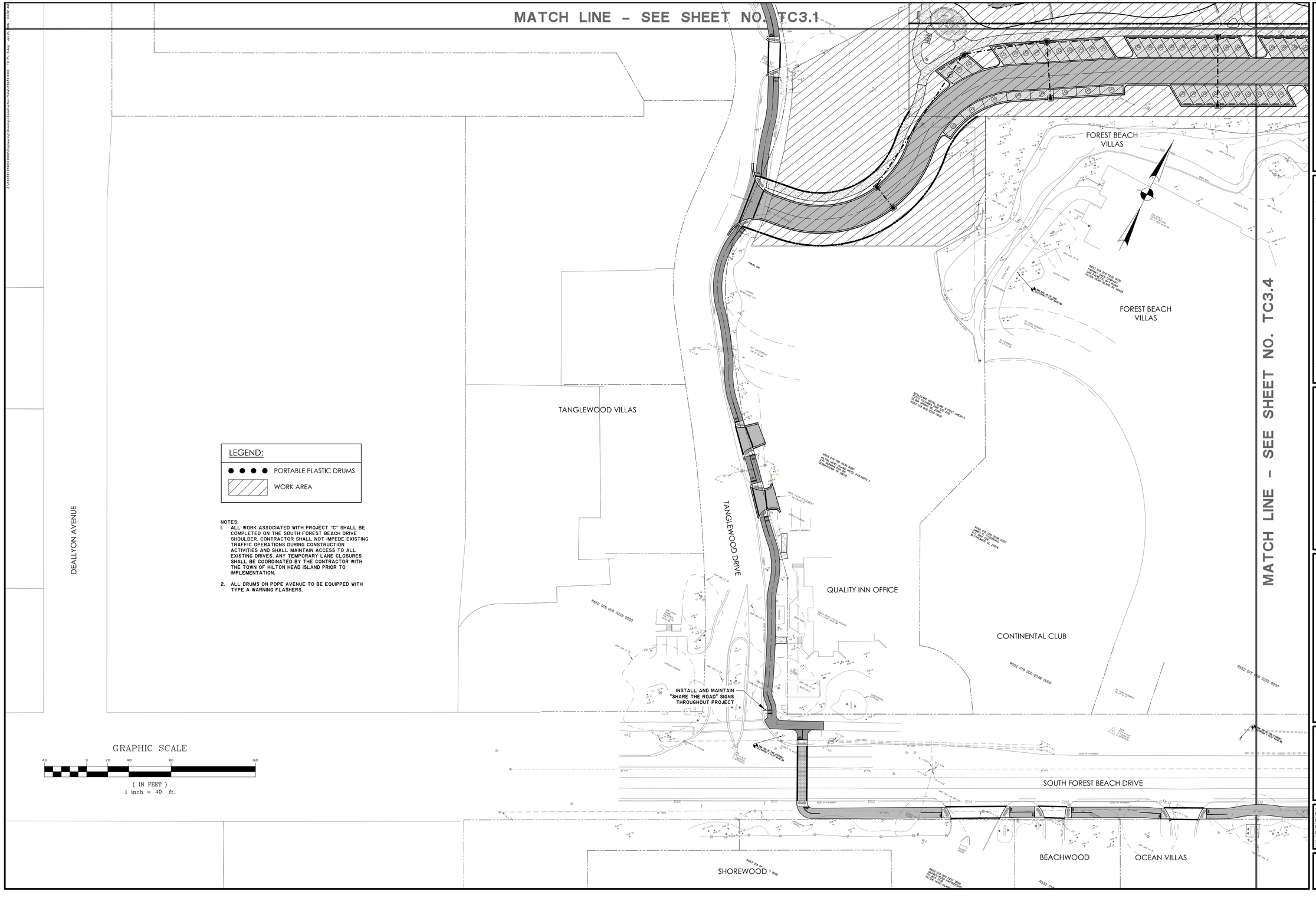
TC3.2

MATCH LINE - SEE SHEET NO. TC3.1



LEGEND:

- ● ● ● ● PORTABLE PLASTIC DRUMS
- WORK AREA

NOTES:

1. ALL WORK ASSOCIATED WITH PROJECT "C" SHALL BE COMPLETED ON THE SOUTH FOREST BEACH DRIVE SHOULDER. CONTRACTOR SHALL NOT IMPEDE EXISTING TRAFFIC OPERATIONS DURING CONSTRUCTION ACTIVITIES AND SHALL MAINTAIN ACCESS TO ALL EXISTING DRIVES. ANY TEMPORARY LANE CLOSURES SHALL BE COORDINATED BY THE CONTRACTOR WITH THE TOWN OF HILTON HEAD ISLAND PRIOR TO IMPLEMENTATION.
2. ALL DRUMS ON POPE AVENUE TO BE EQUIPPED WITH TYPE A WARNING FLASHERS.

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

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TRAFFIC CONTROL PLAN - STAGE 3

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APPROVED:	SKM
SCALE:	1" = 40'

TC3.3

MATCH LINE - SEE SHEET NO. TC3.2

MATCH LINE - SEE SHEET NO. TC3.3

CONTRACTOR TO MAINTAIN PEDESTRIAN ACCSESS ON PATHWAY

TYPE III BARRICADES WITH "ROAD CLOSED" SIGNS

TYPE III BARRICADES WITH "ROAD CLOSED" SIGNS AND WARNING FLASHERS

LAGOON ROAD

NOTE:
CONTRACTOR TO PROVIDE ADVANCE ROAD CLOSURE AND DETOUR SIGNAGE IN ACCORDANCE WITH THE MUTCD, CURRENT EDITION, FOR CLOSURE OF LAGOON ROAD. CONTRACTOR TO PROVIDE DETOUR SIGNAGE TO DIRECT TRAFFIC TO AVOCET ROAD.

FOREST BEACH VILLAS

TYPE III BARRICADES WITH "ROAD CLOSED" SIGNS AND WARNING FLASHERS

POPE AVENUE

TYPE III BARRICADES WITH WARNING FLASHERS

PLACE PORTABLE PLASTIC DRUMS @ 50' SPACING

TYPE III BARRICADES WITH WARNING FLASHERS

LEGEND:

- PORTABLE PLASTIC DRUMS
- WORK AREA

NOTES:

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2. ALL DRUMS ON POPE AVENUE TO BE EQUIPPED WITH TYPE A WARNING FLASHERS.

TRAFFIC FLOW DIRECTION (TYP.)

FOREST BEACH VILLAS

TOWN OF H.H.I. PUBLIC PARKING

PLACE PORTABLE PLASTIC DRUMS @ 35' SPACING FOR 250' TAPER BEGINNING AT COLIGNY CIRCLE

NOTE:
CONTRACTOR TO PROVIDE ADVANCE WARNING SIGNAGE FOR LANE CLOSURES ON POPE AVE. IN ACCORDANCE WITH THE MUTCD, CURRENT EDITION

SOUTH FOREST BEACH DRIVE

COLIGNY CIRCLE

NORTH FOREST BEACH DRIVE

OCEAN VILLAS

HOLIDAY INN

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

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NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA

2017 COLIGNY ROADWAY PROJECTS

TRAFFIC CONTROL PLAN - STAGE 3

SOUTH CAROLINA HILTON HEAD ISLAND REGISTERED PROFESSIONAL ENGINEER

JOB NO:	J-24634.0010
DATE:	8/12/16
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DESIGNED:	JRS
REVIEWED:	SKM
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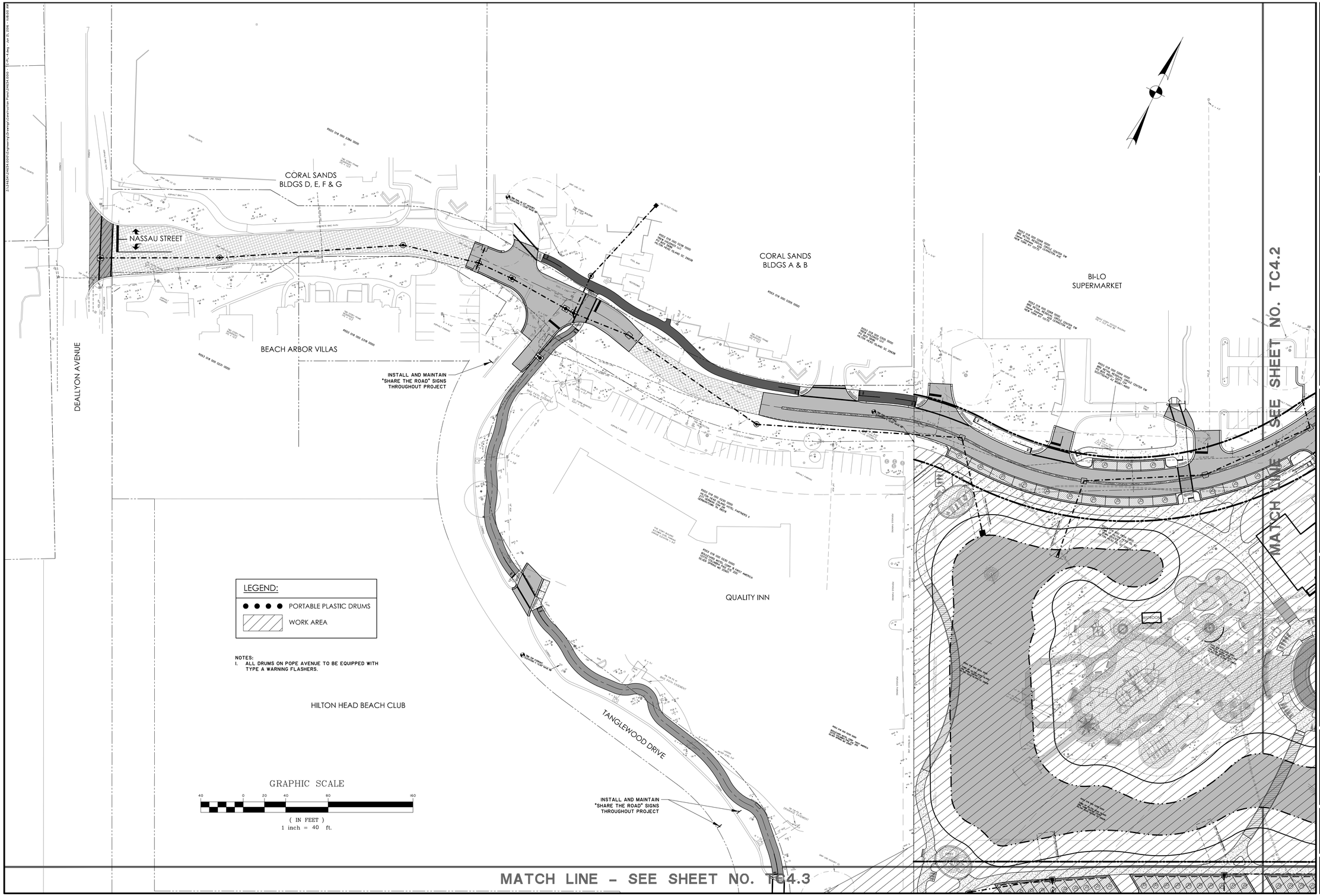
SCALE:	1" = 40'

TC3.4



SOUTH CAROLINA
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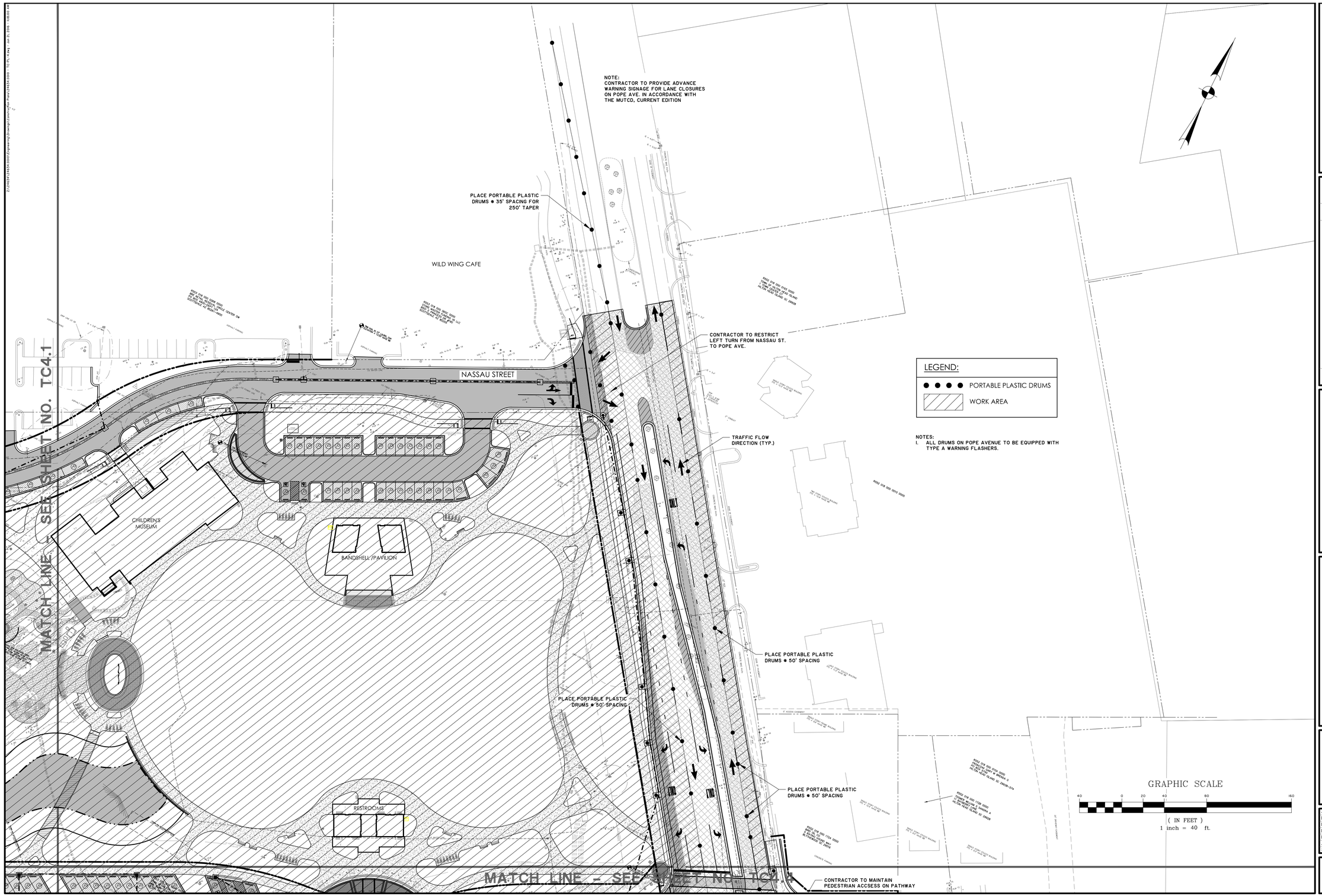
NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
TRAFFIC CONTROL PLAN - STAGE 4

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 40'

TC4.1



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NASSAU STREET - PROJECT "A"
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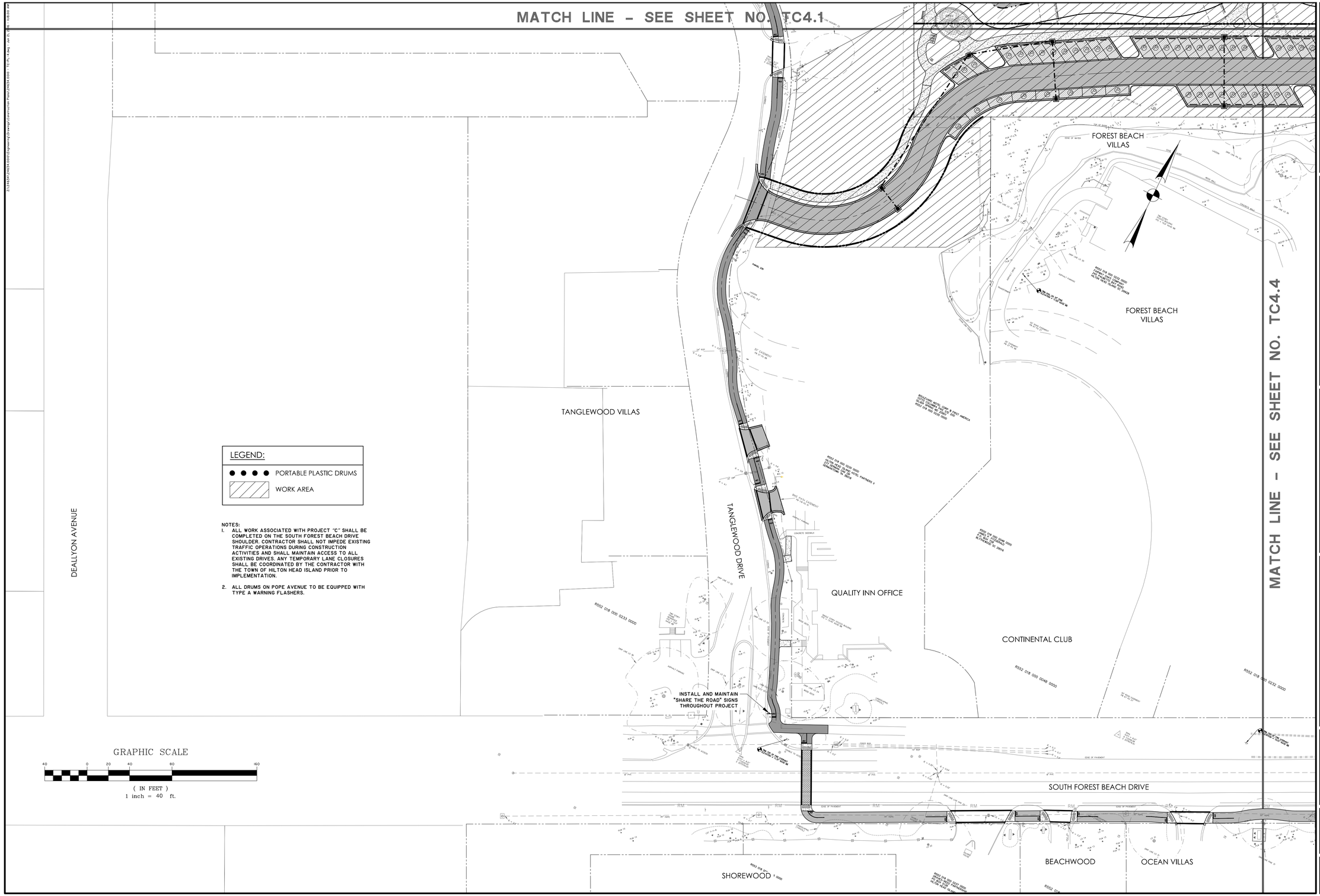
2017 COLIGNY ROADWAY PROJECTS
TRAFFIC CONTROL PLAN - STAGE 4

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 40'

TC4.2

MATCH LINE - SEE SHEET NO. TC4.1



LEGEND:

- ● ● ● ● PORTABLE PLASTIC DRUMS
- WORK AREA

NOTES:

1. ALL WORK ASSOCIATED WITH PROJECT "C" SHALL BE COMPLETED ON THE SOUTH FOREST BEACH DRIVE SHOULDER. CONTRACTOR SHALL NOT IMPEDE EXISTING TRAFFIC OPERATIONS DURING CONSTRUCTION ACTIVITIES AND SHALL MAINTAIN ACCESS TO ALL EXISTING DRIVES. ANY TEMPORARY LANE CLOSURES SHALL BE COORDINATED BY THE CONTRACTOR WITH THE TOWN OF HILTON HEAD ISLAND PRIOR TO IMPLEMENTATION.
2. ALL DRUMS ON POPE AVENUE TO BE EQUIPPED WITH TYPE A WARNING FLASHERS.

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

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TRAFFIC CONTROL PLAN - STAGE 4

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APPROVED:	SKM
SCALE:	1" = 40'

TC4.3

MATCH LINE - SEE SHEET NO. TC4.2

MATCH LINE - SEE SHEET NO. TC4.3

CONTRACTOR TO MAINTAIN PEDESTRIAN ACCSESS ON PATHWAY

TYPE III BARRICADES WITH "ROAD CLOSED" SIGNS

LAGOON ROAD

FOREST BEACH VILLAS

POPE AVENUE

PLACE PORTABLE PLASTIC DRUMS @ 50' SPACING

FOREST BEACH VILLAS

TOWN OF H.H.I. PUBLIC PARKING

TRAFFIC FLOW DIRECTION (TYP.)

PLACE PORTABLE PLASTIC DRUMS @ 35' SPACING FOR 250' TAPER BEGINNING AT COLIGNY CIRCLE

NOTE:
CONTRACTOR TO PROVIDE ADVANCE WARNING SIGNAGE FOR LANE CLOSURES ON POPE AVE. IN ACCORDANCE WITH THE MUTCD, CURRENT EDITION

SOUTH FOREST BEACH DRIVE

OCEAN VILLAS

HOLIDAY INN

COLIGNY CIRCLE

NORTH FOREST BEACH DRIVE

LEGEND:

- ● ● ● ● PORTABLE PLASTIC DRUMS
- WORK AREA

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2017 COLIGNY ROADWAY PROJECTS
TRAFFIC CONTROL PLAN - STAGE 4

TOWN OF HILTON HEAD ISLAND SOUTH CAROLINA

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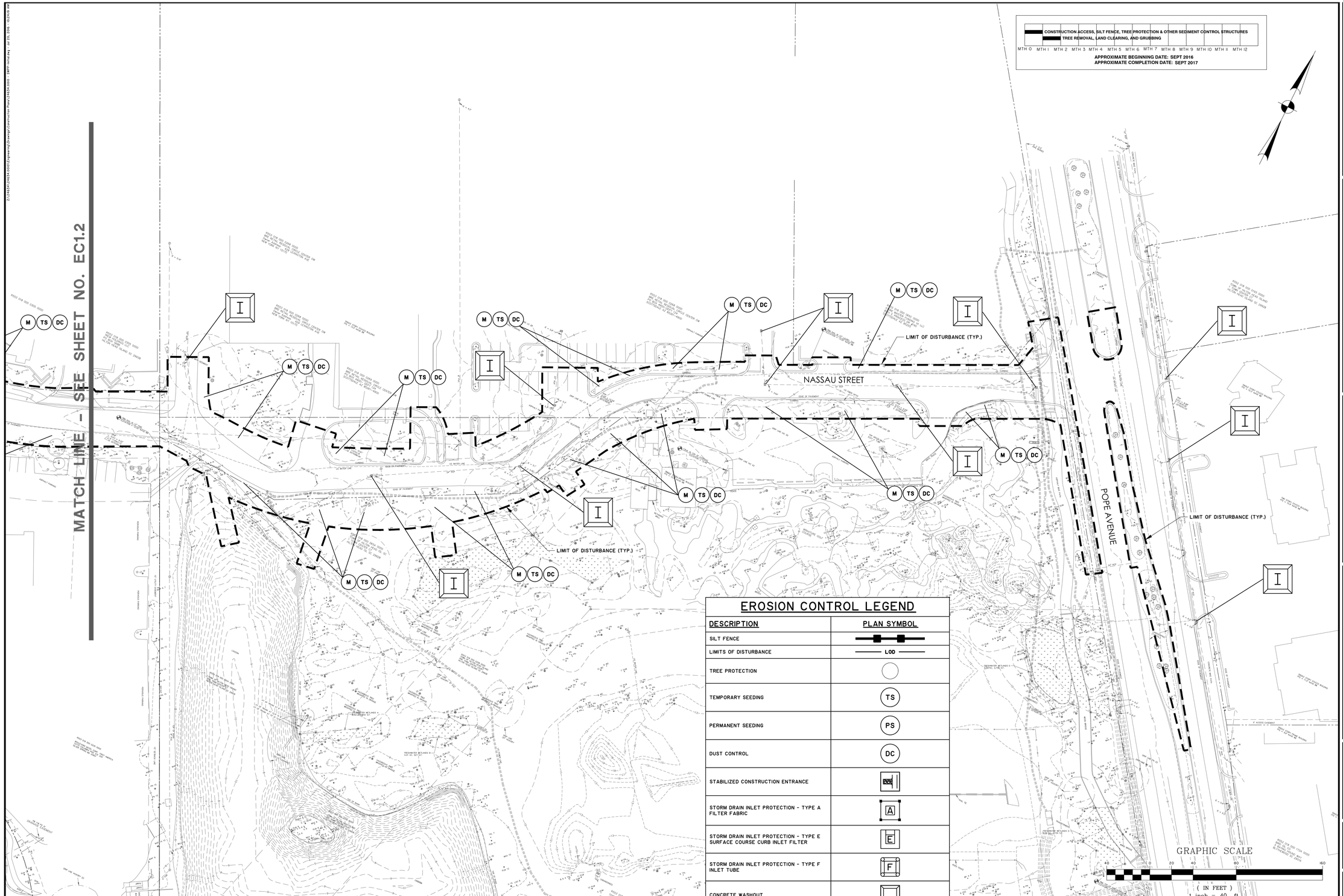

EROSION CONTROL LEGEND

DESCRIPTION	PLAN SYMBOL
SILT FENCE	
LIMITS OF DISTURBANCE	LOD
TREE PROTECTION	
TEMPORARY SEEDING	TS
PERMANENT SEEDING	PS
DUST CONTROL	DC
STABILIZED CONSTRUCTION ENTRANCE	
STORM DRAIN INLET PROTECTION - TYPE A FILTER FABRIC	A
STORM DRAIN INLET PROTECTION - TYPE E SURFACE COURSE CURB INLET FILTER	E
STORM DRAIN INLET PROTECTION - TYPE F INLET TUBE	F
CONCRETE WASHOUT	

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NASSAU STREET - PROJECT "A"

HILTON HEAD ISLAND, SOUTH CAROLINA

2017 COLIGNY ROADWAY PROJECTS

SWPP - INITIAL LAND DISTURBANCE

SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER

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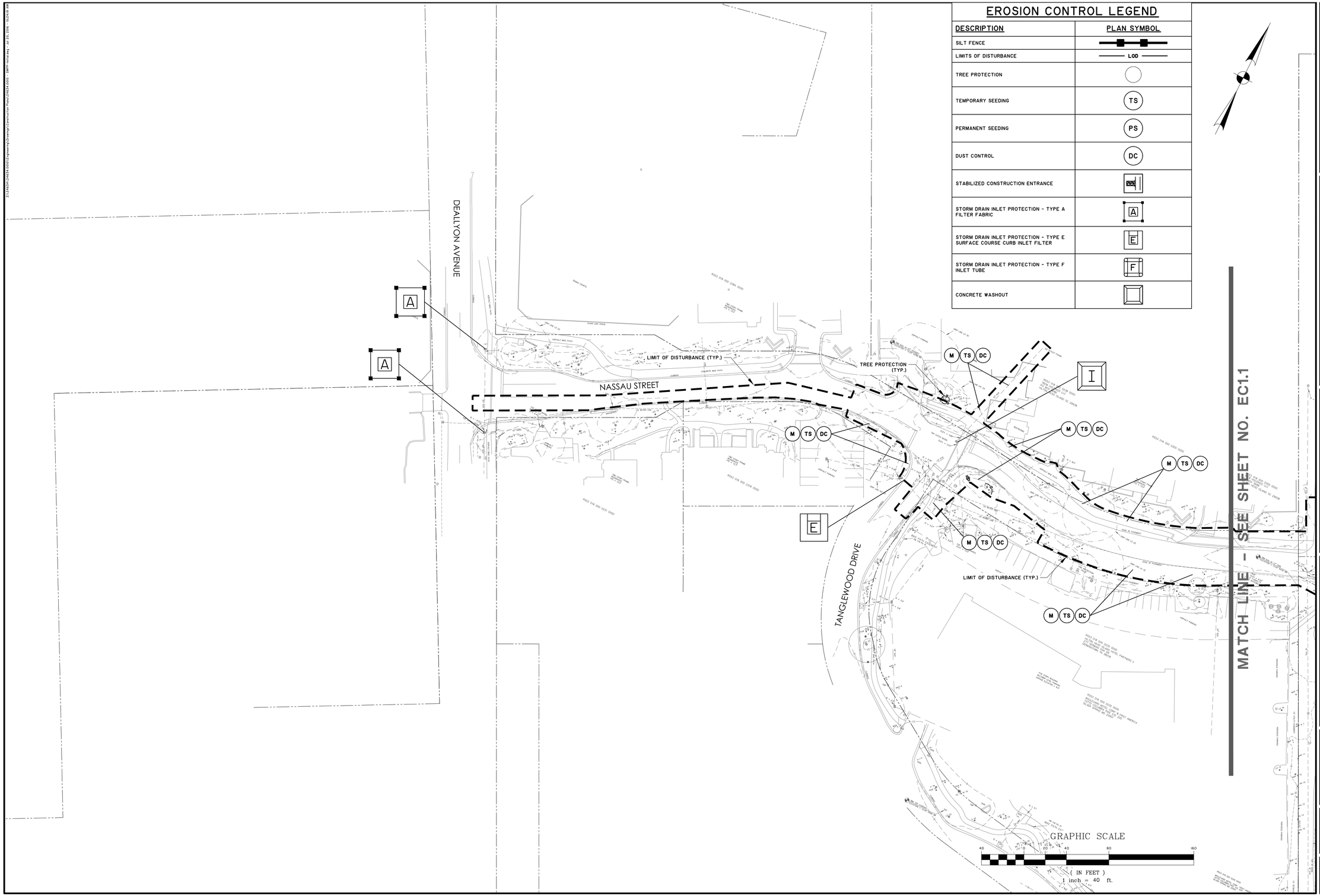
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	1" = 40'

EC1.1



EROSION CONTROL LEGEND

DESCRIPTION	PLAN SYMBOL
SILT FENCE	
LIMITS OF DISTURBANCE	LOD
TREE PROTECTION	
TEMPORARY SEEDING	TS
PERMANENT SEEDING	PS
DUST CONTROL	DC
STABILIZED CONSTRUCTION ENTRANCE	
STORM DRAIN INLET PROTECTION - TYPE A FILTER FABRIC	A
STORM DRAIN INLET PROTECTION - TYPE E SURFACE COURSE CURB INLET FILTER	E
STORM DRAIN INLET PROTECTION - TYPE F INLET TUBE	F
CONCRETE WASHOUT	

SOUTH CAROLINA THOMAS & HUTTON ENGINEERING CO. No. C00285 CERTIFICATE OF AUTHORIZATION

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50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300
www.thomasandhutton.com

NASSAU STREET - PROJECT "A"

HILTON HEAD ISLAND, SOUTH CAROLINA

2017 COLIGNY ROADWAY PROJECTS

SWPP - INITIAL LAND DISTURBANCE

JOB NO:	J-24634.0010
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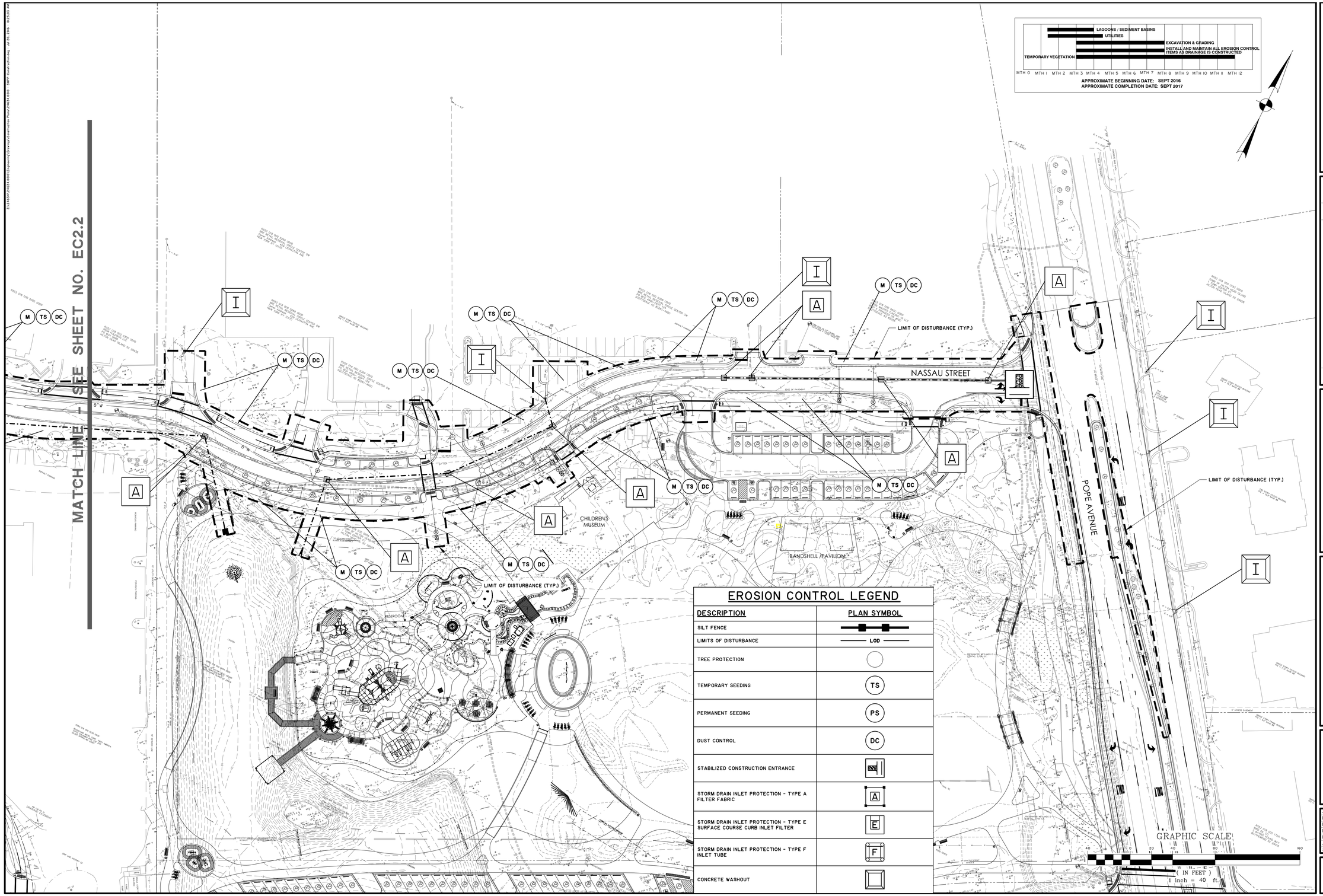

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2017 COLIGNY ROADWAY PROJECTS

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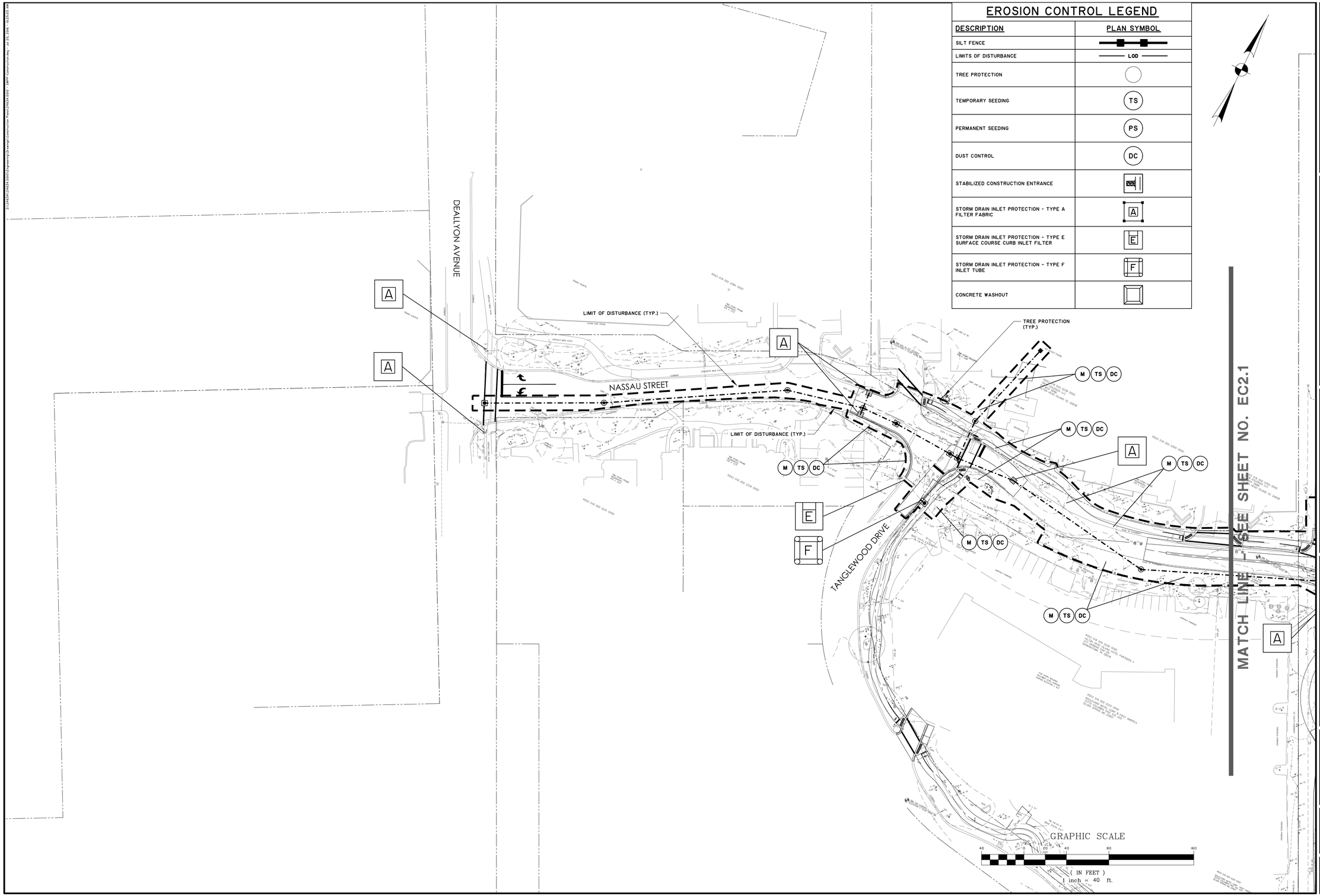

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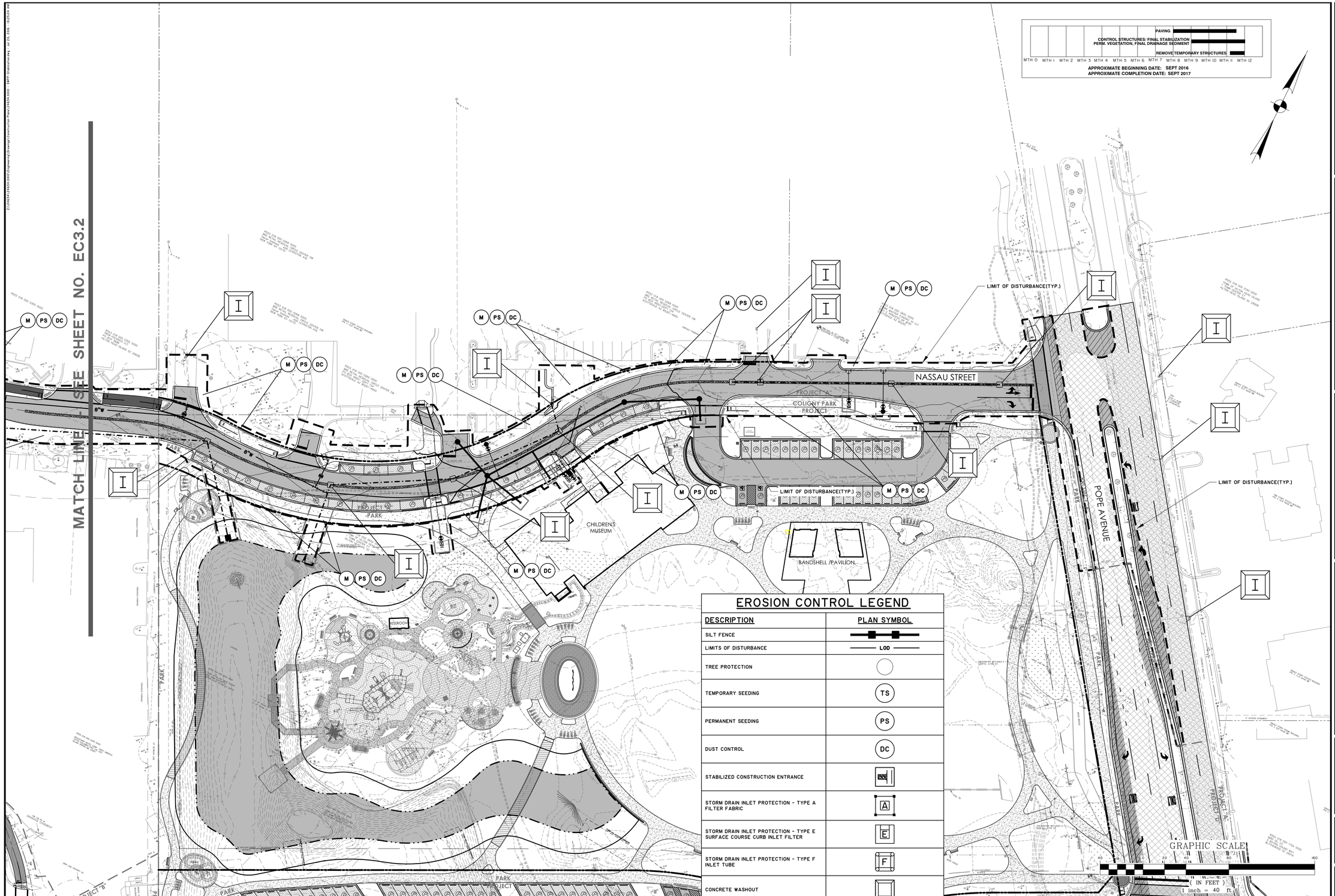

	MTH 0	MTH 1	MTH 2	MTH 3	MTH 4	MTH 5	MTH 6	MTH 7	MTH 8	MTH 9	MTH 10	MTH 11	MTH 12
PAVING													
CONTROL STRUCTURES/ FINAL STABILIZATION PERM. VEGETATION, FINAL DRAINAGE SEDIMENT													
REMOVE TEMPORARY STRUCTURES													

APPROXIMATE BEGINNING DATE: SEPT 2016
APPROXIMATE COMPLETION DATE: SEPT 2017

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SWPP - STABLIZATION

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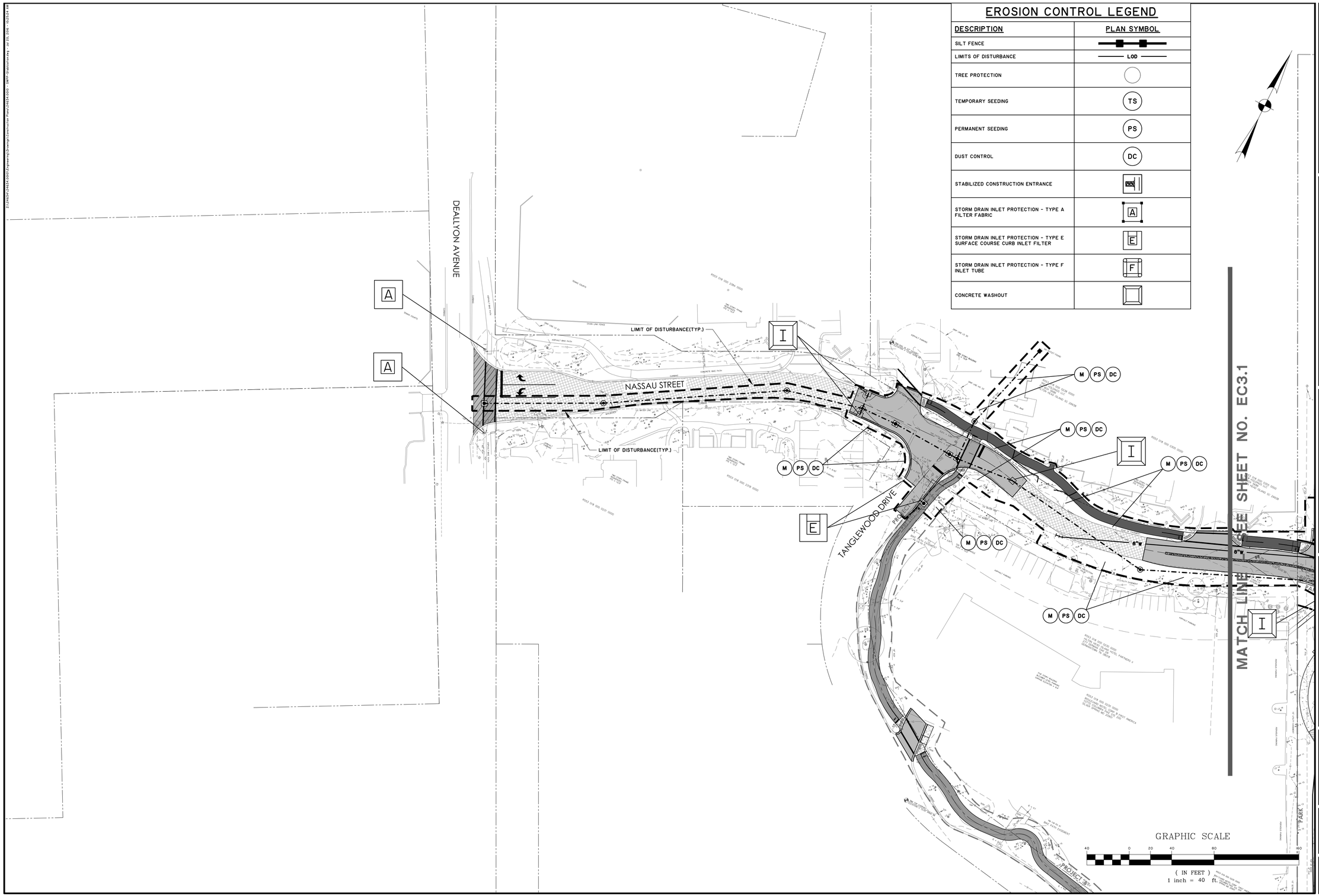

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EC3.2

STORMWATER POLLUTION PREVENTION PLAN

I. SITE DESCRIPTION

A. PROJECT DESCRIPTION

A.1.	PROJECT AREA	2.3 ACRES
A.2.	AREA DISTURBED	2.3 ACRES
A.3.	PERCENT IMPERVIOUS AREA BEFORE CONSTRUCTION	65 %
A.4.	RUNOFF COEFFICIENT BEFORE CONSTRUCTION	83 CN
A.5.	PERCENT IMPERVIOUS AREA AFTER CONSTRUCTION	65%
A.6.	RUNOFF COEFFICIENT AFTER CONSTRUCTION	83 CN

B. DESCRIPTION OF CONSTRUCTION ACTIVITY

WORK CONSISTS OF GRADING, WATER, SEWER, DRAINAGE, AND ROADWAY IMPROVEMENTS

C. RUNOFF DATA

C.1.	SOIL CLASSIFICATIONS:	(HSG) FRIPP (A)
C.2.	LAND USE(S):	ROADWAY

D. RECEIVING WATERS

D.1.	CLOSEST RECEIVING WATERS:	WETLANDS OF SEA PINES FOREST PRESERVE
D.2.	ULTIMATE RECEIVING WATERS:	CALIBOGUE SOUND

E. FLOOD

E.1.	FEMA FLOOD ZONE(S):	ZONE A7 (EL. 14)
E.2.	FEMA FLOOD INSURANCE MAP(S):	450250-0013-D LAST REV. SEPTEMBER 29, 1986

II. CONTROL MEASURES

1. EROSION AND SEDIMENT CONTROLS

PRIOR TO START OF CONSTRUCTION, ALL EXTERIOR SILT FENCE WILL BE INSTALLED AS SHOWN ON THE PLANS.

1.1. CLEARING

1.1.1. AS CLEARING IS COMPLETED, ADDITIONAL SILT FENCE WILL BE INSTALLED WHERE NECESSARY, SUCH AS POINTS WHERE FLOWS BECOME CHANNELIZED, AND OTHER POINTS WHERE EXCESSIVE RUNOFF VELOCITIES MAY OCCUR.
1.1.2. INSTALL CONSTRUCTION ENTRANCES / EXITS BEFORE BEGINNING CLEARING
1.1.3. CONSTRUCTION DELAYS IN ANY ONE AREA GREATER THAN 14 DAYS PRIOR TO START OF ROUGH GRADING WILL MANDATE STABILIZATION PROCEDURES. ACCEPTABLE METHODS OF STABILIZATION INCLUDE MULCHING AND TEMPORARY SEEDING.
1.1.4. MAINTAIN EXISTING VEGETATION WHENEVER POSSIBLE AND MINIMIZE THE AREA OF DISTURBANCE. RETAIN AND PROTECT TREES TO ENHANCE FUTURE LANDSCAPING EFFORTS AND REDUCE RAINDROP IMPACT.
1.1.5. INSTALL ALL SEDIMENT CONTROL PRACTICES PRIOR TO ANY UP-SLOPE SOIL DISTURBING ACTIVITIES.
1.1.6. PHASE CONSTRUCTION ACTIVITIES TO MINIMIZE THE AREAS DISTURBED AT ONE TIME. THIS WILL ALSO ALLOW COMPLETED AREAS TO BE STABILIZED AND RE-VEGETATED BEFORE DISTURBING ADJACENT SITES. THE NEED FOR TEMPORARY EROSION CONTROL MEASURES MAY BE AVOIDED BY COMPLETING A PHASE AND INSTALLING PERMANENT EROSION CONTROL MEASURES WHEN THE FINAL GRADE IS ATTAINED.
1.1.7. MAINTAIN AND PROTECT ALL NATURAL WATERWAYS. RETAIN AT LEAST A 35-FOOT UNDISTURBED BUFFER OF NATURAL VEGETATION ALONG ALL WATERWAYS TO FILTER OUT SEDIMENT AND OTHER POLLUTANTS. MAINTAIN A 45-FOOT UNDISTURBED BUFFER AROUND SENSITIVE WATERS.
1.1.8. INSTALL SILT FENCE (OR BIO ROLLS/ROCK SOCK PRODUCTS) ON THE DOWN-SLOPE PERIMETER OF ALL DISTURBED AREAS PRIOR TO ANY SOIL DISTURBING ACTIVITIES (INCLUDING CLEARING AND GRUBBING). SILT FENCE CAN TREAT A MAXIMUM OF 100 SQUARE FEET PER LINEAL FOOT OF FENCE. INSTALL SILT FENCE IN SHORTER REACHES ON THE CONTOUR WITH EACH END TURNED UP-SLOPE . SWALES AND SHORELAND AREAS SHOULD ALSO BE PROTECTED WITH SILT FENCE, BIO ROLLS, OR ROCK SOCKS.
1.1.9. IN AREAS OF CONCENTRATED FLOW INSTALL STRAW BALE CHECKS, ROCK CHECK DAMS, TRIANGULAR DIKES, BIO ROLL BLANKETS, OR ROCK SOCKS TO SLOW RUNOFF AND TRAP SEDIMENT.

1.1.10. USE TEMPORARY SLOPE DRAINS OR ROCK CHUTES TO MOVE WATER DOWN STEEP SLOPES.

1.1.11. CONSTRUCT SEDIMENT BASINS FOR DRAINAGE AREAS GREATER THAN 10 ACRES

1.2. ROUGH GRADING

1.2.1. ALL EXISTING CONTROLS WILL BE MAINTAINED DURING ROUGH GRADING, DELAYS OF GREATER THAN 14 DAYS PRIOR TO START OF NEXT ACTIVITY WILL MANDATE STABILIZATION PROCEDURES. ACCEPTABLE METHODS OF STABILIZATION INCLUDE MULCHING AND TEMPORARY SEEDING.
1.2.2. ALL AREAS NOT SUBJECT TO FURTHER CONSTRUCTION (DRAINAGE, SANITARY SEWER, ROADS, WATER DISTRIBUTION SYSTEMS, OR STORM WATER FACILITIES) SHALL BE GRASSED WITH A PERMANENT COVER.
1.2.3. COVER ANY STOCK PILED TOPSOIL WITH PLASTIC (OR OTHER IMPERVIOUS COVERING) OR USE A TEMPORARY SEED MIX. USE STOCKPILED TOPSOIL AS EARTHEN BERMS TO SERVE AS TEMPORARY SEDIMENT BASINS.

1.3. DRAINAGE

1.3.1. ALL EXISTING CONTROLS WILL BE MAINTAINED DURING DRAINAGE INSTALLATION.
1.3.2. CONSTRUCTION DRAINAGE WILL BE ROUTED THROUGH LAKES, WHICH WILL ACT AS SEDIMENT BASINS OR OTHER ACCEPTABLE SEDIMENT BASINS/TRAPS.
1.3.3. STORM DRAIN INLET PROTECTION AS SHOWN ON DETAIL SHEET SHALL BE INSTALLED ON ALL CURB INLETS, STORM DRAIN MANHOLES, JUNCTION BOXES, AND GRATE INLETS.
1.3.4. DELAYS OF GREATER THAN 14 DAYS PRIOR TO START OF THE NEXT CONSTRUCTION SEQUENCE WILL MANDATE STABILIZATION PROCEDURES. ACCEPTABLE METHODS OF STABILIZATION INCLUDE MULCHING AND TEMPORARY SEEDING.
1.3.5. ALL STORM LINES NOT IN STREETS OR OTHER PAVED AREAS ARE TO BE MULCHED AND SEEDED WITHIN 5 DAYS AFTER BACKFILL.

1.4. WASTE DISTRIBUTION SYSTEM INSTALLATION

1.4.1. ALL EXISTING CONTROLS WILL BE MAINTAINED DURING INSTALLATION OF THE WATER DISTRIBUTION SYSTEM.
1.4.2. DELAYS OF GREATER THAN 14 DAYS PRIOR TO START OF NEXT ACTIVITY WILL MANDATE STABILIZATION PROCEDURES. ACCEPTABLE METHODS OF STABILIZATION INCLUDE MULCHING AND TEMPORARY SEEDING.

1.5. WASTEWATER COLLECTION SYSTEM INSTALLATION

1.5.1. ALL EXISTING CONTROLS WILL BE MAINTAINED DURING INSTALLATION OF THE WASTEWATER SYSTEM.
1.5.2. DELAYS OF GREATER THAN 14 DAYS PRIOR TO START OF NEXT ACTIVITY WILL MANDATE STABILIZATION PROCEDURES. ACCEPTABLE METHODS OF STABILIZATION INCLUDE MULCHING AND TEMPORARY SEEDING.

1.6. CONSTRUCTION OF ROADS

1.6.1. ALL EXISTING CONTROLS WILL BE MAINTAINED DURING ROAD CONSTRUCTION.
1.6.2. DELAYS OF GREATER THAN 14 DAYS PRIOR TO START OF NEXT ACTIVITY WILL MANDATE STABILIZATION PROCEDURES. ACCEPTABLE METHODS OF STABILIZATION INCLUDE MULCHING AND TEMPORARY SEEDING.

1.7. GRASSING

1.7.1. ALL EXISTING CONTROLS WILL BE MAINTAINED UNTIL GRASSING IS ESTABLISHED
1.7.2. ANY AREAS THAT ERODE OR WHERE GRASS DOES NOT ESTABLISH ITSELF SHALL BE RE-GRADED AND RE-GRASSED.

2. STORM WATER MANAGEMENT

RUNOFF FROM THIS PROJECT WILL DISCHARGE INTO A STORM WATER MANAGEMENT SYSTEM. TREATMENT WILL OCCUR IN STORM WATER DETENTION PONDS.

3. OTHER CONTROLS

3.1. WASTE DISPOSAL

3.1.1. NO SOLID MATERIALS, INCLUDING BUILDING MATERIALS, SHALL BE DISCHARGED TO ANY RECEIVING WATERS.
3.1.2. OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED.
3.1.3. THIS PLAN SHALL COMPLY WITH STATE AND/OR LOCAL WASTE DISPOSAL, SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS.
3.1.4. DUST CONTROL ON DISTURBED AREAS - CONTROLLING SURFACE AND AIR MOVEMENT OF DUST ON CONSTRUCTION SITE AND HAUL ROUTES. THE PURPOSE OF THE MEASURE IS TO REDUCE THE PRESENCE OF AIRBORNE SUBSTANCES, WHICH MAY BE HARMFUL OR INJURIOUS TO HUMAN HEALTH, WELFARE OR SAFETY, OR TO ANIMALS OR PLANT LIFE.

III. MAINTENANCE

1. MAINTENANCE PROGRAM

1.1. THE SITE SUPERINTENDENT, OR HIS/HER REPRESENTATIVE, SHALL MAKE VISUAL INSPECTIONS OF ALL MECHANICAL CONTROLS AND NEWLY STABILIZED AREAS (I.E. SEEDED AND MULCHED AND/OR SODDED AREAS) ON A DAILY BASIS; ESPECIALLY AFTER HEAVY RAINFALL EVENT TO INSURE THAT ALL CONTROLS ARE MAINTAINED AND PROPERLY FUNCTIONING. ANY DAMAGED CONTROLS SHALL BE REPAIRED PRIOR TO THE END OF THE WORK DAY INCLUDING RE-SEEDING AND MULCHING OR RE-SODDING IF NECESSARY.

1.2. EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE. ALL DRAINAGE SWALES, POCKETS, DEPRESSION, LOW LINES, AND OUTLET DITCHES SHALL DRAIN EFFECTIVELY AT ALL TIMES. SETTLEMENT OR WASHING THAT MAY OCCUR SHALL BE REPAIRED BY THE CONTRACTOR. SEDIMENT WILL BE REMOVED FROM BEHIND THE SEDIMENT FENCE WHEN IT REACHES 1/3 THE HEIGHT OF THE FENCE. THE SEDIMENT FENCE WILL BE REPAIRED AS NECESSARY TO MAINTAIN AN EFFECTIVE BARRIER. MAINTAIN THE CONSTRUCTION EXIT IN A CONDITION TO PREVENT MUD OR SEDIMENT FROM LEAVING THE SITE. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE. IMMEDIATELY REMOVE ALL OBJECTIONABLE MATERIALS SPILLED, WASHED, OR TACKED ONTO PUBLIC ROADWAYS. RESEED AND MULCH AREA WHERE SEEDING EMERGENCE IS POOR, OR WHERE EROSION OCCURS. PROTECT FROM TRAFFIC AS MUCH AS POSSIBLE. INSPECT ALL MULCHES PERIODICALLY, AND AFTER RAINSTORMS TO CHECK FOR EROSION, DISLOCATION OR FAILURE. IF WASHOUT OCCURS, REPAIR THE SLOPE GRADE, RESEED AND REINSTALL MULCH. FOLLOW THE CONSTRUCTION SEQUENCE THROUGHOUT THE PROJECT DEVELOPMENT. WHEN CHANGES IN CONSTRUCTION ACTIVITIES ARE NEEDED, AMEND THE SEQUENCE SCHEDULE IN ADVANCE TO MAINTAIN MANAGEMENT CONTROL. IF MAJOR CHANGES ARE NECESSARY, SEND A COPY OF THE MODIFIED SCHEDULE TO THE ENGINEER, SEDIMENT AND EROSION CONTROL MEASURES WILL REMAIN IN PLACE AND BE MAINTAINED UNTIL THE DISTURBED AREAS ARE STABILIZED.

2. SILT FENCE

SILT FENCES WILL BE MONITORED DURING CONSTRUCTION. ANY SILT FENCE WHICH IS NOT FUNCTIONING PROPERLY WILL BE PROMPTLY REPAIRED. CLEAN OUT THE SILT FENCE WHEN IT REACHES 1/3 THE HEIGHT OF THE FENCE OR REPLACE WITH FUNCTIONAL SILT FENCE WITHIN 24 HOURS. USE OF HOSES AND WATER TO FLUSH THE SEDIMENT INTO THE STORM INLETS IS UNACCEPTABLE.

3. SEDIMENTATION BASINS

SEDIMENTATION BASINS WHICH ARE AT 50% USED CAPACITY OR APPROACHING SUCH CAPACITY SHALL BE RE-EXCAVATED TO ORIGINAL DIMENSIONS AND THE SILT PROPERLY DISPOSED OF.

4. SEDIMENT LOGS/ROLLS

SEDIMENT LOGS/ROLLS OR OTHER CONTROL MEASURES WHICH BEGIN TO DISINTEGRATE OR FUNCTION INEFFECTIVELY SHALL BE PROMPTLY REPLACED.

5. VEGETATION COVER

ANY VEGETATION COVER SERVING TO STABILIZE DISTURBED SOILS WHICH IS ITSELF DISTURBED SHALL IMMEDIATELY BE REPLACED.

6. CONSTRUCTION ENTRANCE

MAINTAIN ROCK CONSTRUCTION ENTRANCE AND CLEAN ADJACENT ROADS OF ANY MUD TRACKED ONTO THEM.

IV. INSPECTIONS

1. QUALIFIED PERSONNEL WILL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE, AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION THAT HAVE NOT BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE EVERY SEVEN CALENDAR DAYS. WHERE SITES HAVE BEEN FINALLY STABILIZED SUCH INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE EVERY MONTH DURING THE WARRANTY PERIOD.

2. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE SEDIMENT TRACKING.

3. A WRITTEN REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, WEATHER INFORMATION FOR THE PERIOD SINCE THE LAST INSPECTION (OR SINCE COMMENCEMENT OF CONSTRUCTION ACTIVITY) INCLUDING A BEST ESTIMATE OF THE BEGINNING OF EACH STORM EVENT, DURATION OF EACH STORM EVENT, APPROXIMATE AMOUNT OF RAINFALL FOR EACH STORM EVENT (IN INCHES) AND WHETHER ANY DISCHARGES OCCURRED, LOCATION(S) OF DISCHARGES OF SEDIMENT OR OTHER POLLUTANTS FROM THE SITE, LOCATION(S) OF BMP'S THAT NEED MAINTENANCE, LOCATION(S) OF BMP'S THAT FAILED TO OPERATE AS DESIGNED OR PROVED INADEQUATE FOR A PARTICULAR LOCATION, LOCATION(S) WHERE ADDITIONAL BMP'S ARE NEEDED THAT DID NOT EXIST AT THE TIME OF INSPECTION AND ANY CORRECTIVE ACTION REQUIRED INCLUDING ANY CHANGES TO SWPPP NECESSARY AND IMPLEMENTATION DATES.

4. THE REPORT SHALL BE MAINTAINED AT LEAST THREE YEARS FROM THE DATE THE SITE IS FINALLY STABILIZED. THE REPORT MUST BE SIGNED AND SHALL CONTAIN A CERTIFICATION THAT THE FACILITY IS IN COMPLIANCE WITH THE STORM WATER POLLUTION PREVENTION PLAN AND THE NPDES PERMIT REFERENCED ABOVE. THE CONTRACTOR SHALL MAINTAIN THIS REPORT. THE REPORT SHALL BE SUBMITTED TO THE ENGINEER AND OWNER.

V. LONG TERM MAINTENANCE OF DRAINAGE AND STORM WATER MANAGEMENT SYSTEM

THE ROADS AND DRAINAGE SYSTEM WILL BE OWNED AND MAINTAINED BY ## AFTER CONSTRUCTION IS COMPLETE.

VI. SC DHEC STANDARD NOTES

1. IF NECESSARY, SLOPES WHICH EXCEED EIGHT (8) VERTICAL FEET SHOULD BE STABILIZED WITH SYNTHETIC OR VEGETATIVE MATS, IN ADDITION TO GRASSING / 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:

2.1. WHERE STABILIZATION BY THE 14TH DAY IS PRECLUDED BY SNOW COVER OR FROZEN GROUND CONDITIONS STABILIZATION MEASURES MUST BE INITIATED AS SOON AS PRACTICABLE.
2.2. 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 SITE INSPECTIONS IDENTIFY BMP'S THAT ARE DAMAGED OR ARE NOT OPERATING EFFECTIVELY, MAINTENANCE MUST BE PERFORMED AS SOON AS PRACTICAL OR AS REASONABLY POSSIBLE BEFORE THE NEXT STORM EVENT WHENEVER PRACTICAL.

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 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 THE PAVED ROADWAY 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 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 NOT 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

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

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 IN AREAS NOT UNDER PAVEMENTS AND /OR STRUCTURES 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 EQUAL 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 ARE PROHIBITED:

16.1. WASTEWATER FROM WASHOUT OF CONCRETE, UNLESS MANAGED BY AN APPROPRIATE CONTROL;
16.2. WASTEWATER FROM WASHOUT AND CLEANOUT OF OF STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS AND OTHER CONSTRUCTION MATERIALS;
16.3. FUELS, OILS OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE; AND
16.4. 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 PERMIT SCR100000 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.

VII. EROSION, SEDIMENTATION & POLLUTION CONTROL NOTES

1. THE IMPLEMENTATION OF THESE EROSION SEDIMENT CONTROL (ESC) PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED AND VEGETATION/LANDSCAPING IS ESTABLISHED.

2. THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO INSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS.

3. THE ESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT LEAVE THE SITE.

4. THE ESC FACILITIES SHALL BE INSPECTED DAILY BY THE CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.

5. THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN THE 24 HOURS FOLLOWING A MAJOR STORM EVENT.

6. AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING AND PRIOR TO FINAL INSPECTION. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT LADEN WATER INTO THE DOWNSTREAM SYSTEM.

7. STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES MAY BE REQUIRED TO INSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.

8. BEFORE COMMENCING ANY LAND DISTURBING ACTIVITY, THE EXISTING STORM WATER INLET(S) THAT RECEIVING RUNOFF FROM THE PROPOSED WORK AREA SHALL BE PROTECTED. THE TEMPORARY INLET PROTECTION MUST REMAIN IN PLACE UNTIL THE CONSTRUCTION ACTIVITY IS COMPLETED, THE STREET HAS BEEN SWEPT AND ANY EXPOSED SOILS ARE STABILIZED. THE CONTRACTOR IS ALSO RESPONSIBLE FOR REMOVING ANY TEMPORARY INLET PROTECTION INSTALLED; AFTER ALL DISTURBED AREAS ARE STABILIZED. TEMPORARY PROTECTION OF THE INLETS MAY BE ACCOMPLISHED BY ONE OR MORE OF THE FOLLOWING:

8.1. USE OF GRAVEL BAGS TO FILTER THE SEDIMENT FROM ANY RUNOFF. TO MAKE A GRAVEL BAG, USE A BAG MADE OF GEOTEXTILE FABRIC (NOT BURLAP) AND FILL WITH EITHER 3/4 INCH ROCK OR 1/4 INCH PEA GRAVEL.
8.2. USE OF SEDIMENT LOGS TO FILTER THE SEDIMENT FROM ANY RUNOFF (AVAILABLE THROUGH LOCAL EROSION CONTROL SUPPLIERS).
8.3. USE OF ABOVE OR UNDER-GRATE FILTER BAGS OR DEVICES TO FILTER THE SEDIMENT FROM ANY RUNOFF (AVAILABLE THROUGH EROSION CONTROL SUPPLIERS).

9. WATER MAY NOT BE DISCHARGED IN A MANNER THAT CAUSES EROSION, SEDIMENTATION, OR FLOODING ON THE SITE, ON DOWNSTREAM PROPERTIES, IN THE RECEIVING CHANNELS, OR IN ANY STORM WATER INLET. WHEN SITE DEWATERING, WATER PUMPED FROM THE SITE, INCLUDING TRENCHES, SHALL BE TREATED BY ONE OF THE FOLLOWING:

9.1. TEMPORARY SEDIMENTATION BASINS
9.2. SEDIMENT FILTERING BAGS

10. THE CONTRACTOR SHALL VERIFY THE SIZE AND LOCATION OF ALL EXISTING UTILITIES. EXISTING UTILITIES ARE ALL UTILITIES THAT EXIST ON THE PROJECT IN AN ORIGINAL, RELOCATED OR NEWLY INSTALLED POSITION. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR THE COST OF REPAIRS TO DAMAGED UNDERGROUND OR OVERHEAD FACILITIES, EVEN IF THE UTILITY IS NOT SHOWN ON THE SITE DEVELOPMENT PLANS. THE CONTRACTOR SHALL CONTACT THE LOCAL UTILITIES PROTECTION CENTER TO COORDINATE THE MARKING OF EXISTING UTILITY LINES A MINIMUM OF 96 HOURS PRIOR TO COMMENCEMENT OF ANY WORK.

11. THE CONTRACTOR SHALL FLUSH ALL INLETS AND PIPE AT THE COMPLETION OF CONSTRUCTION TO REMOVE SILT AND DEBRIS. THE CLEANING AND FLUSHING OF INLETS AND PIPE (EXISTING AND PROPOSED) SHALL BE CONSIDERED PART OF THE COST FOR THE PROJECT.

12. EGRESS FROM THE SITE SHALL BE CONTROLLED SUCH THAT VEHICLES LEAVING THE SITE MUST TRAVERSE CONSTRUCTION EXITS TO REMOVE MUD FROM TIRES.

13. SCHEDULE CONSTRUCTION ACTIVITIES TO MINIMIZE THE EXPOSED AREA AND DURATION OF EXPOSURE. IN SCHEDULING, TAKE INTO ACCOUNT THE SEASON AND THE WEATHER FORECAST.

14. EROSION CONTROL MEASURES ARE THE MINIMUM REQUIRED. THE CONTRACTOR SHALL PROVIDE ADDITIONAL CONTROL MEASURES AS DICTATED BY ACTUAL FIELD CONDITIONS AT THE TIME OF CONSTRUCTION IN ORDER TO PREVENT EROSION AND CONTROL SEDIMENT. EROSION AND SEDIMENT CONTROL MEASURES WILL REMAIN IN PLACE AND BE MAINTAINED UNTIL THE ENTIRE PROJECT IS TERMINATED OR SUSPENDED FOR AND INDEFINITE LENGTH OF TIME, ALL DISTURBED AREAS SHALL BE PLANTED WITH PERMANENT VEGETATION.

15. THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS, OR IN ANY WAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, IS BASED UPON FIELD INVESTIGATIONS AND IS BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME IS SHOWN AS INFORMATION ONLY, IS NOT GUARANTEED AND DOES NOT BIND THOMAS & HUTTON, OR THE OWNER IN ANY WAY.

16. CONTRACTOR SHALL MAINTAIN SITE ON A DAILY BASIS TO PROVIDE FOR POSITIVE DRAINAGE. CONTRACTOR, AT HIS COST, SHALL GRADE SITE AND PROVIDE NECESSARY TEMPORARY DRAINAGE SWALES TO INSURE STORM WATER DOES NOT POND ON SITE.

17. SITE DRAINAGE SHALL BE ESTABLISHED TO PREVENT ANY PONDED WATER CONDITIONS WITHIN THE CONSTRUCTION AREA AND TO FACILITATE STORM WATER DISCHARGE.

18. THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO, OR CONCURRENT WITH, LAND DISTURBING ACTIVITIES.

19. LIME RATES AND ANALYSIS:
19.1. AGRICULTURAL LIME SHALL BE APPLIED AT THE RATE SHOWN IN THE SEEDING SECTION UNLESS SOIL TESTS INDICATE OTHERWISE. GRADED AREAS REQUIRE LIME APPLICATION. IF LIME IS APPLIED WITHIN SIX MONTHS OF PLANTING PERMANENT PERENNIAL VEGETATION, ADDITIONAL LIME IS NOT REQUIRED. AGRICULTURAL LIME APPLICATION SHALL BE WITHIN THE SPECIFICATIONS OF THE SOUTH CAROLINA DEPARTMENT OF AGRICULTURE.

20. MULCHING:

MULCHING IS REQUIRED FOR ALL PERMANENT VEGETATION APPLICATIONS. MULCH APPLIED TO SEEDED AREAS SHALL ACHIEVE 75% SOIL COVER. SELECT THE MULCHING MATERIAL FROM THE FOLLOWING AND APPLY AS INDICATED:

20.1. DRY STRAW OR DRY HAY OF GOOD QUALITY AND FREE OF WEED SEEDS CAN BE USED. DRY STRAW SHALL BE APPLIED AT THE RATE OF TWO TONS PER ACRE. DRY HAY SHALL BE APPLIED AT THE RATE OF 2 1/2 TONS PER ACRE.
20.2. WOOD CELLULOSE MULCH OR WOOD PULP FIBER SHALL BE USED WITH HYDRAULIC SEEDING. IT SHALL BE APPLIED AT A RATE OF 500 POUNDS PER ACRE. DRY STRAW OR DRY HAY SHALL BE APPLIED (AT THE RATE INDICATED ABOVE) AFTER HYDRAULIC SEEDING.
20.3. ONE THOUSAND POUNDS OF WOOD CELLULOSE OR WOOD PULP FIBER, WHICH INCLUDES A TACKIFIER, SHALL BE USED WITH HYDRAULIC SEEDING ON SLOPES 3/4:1 OR STEEPER.
20.4. SERICEA LESPEDEZA HAY CONTAINING MATURE SEED SHALL BE APPLIED AT A RATE OF 3 TONS PER ACRE.
20.5. PINE STRAW OR PINE BARK SHALL BE APPLIED AT A THICKNESS OF 3 INCHES FOR BEDDING PURPOSES. OTHER SUITABLE MATERIALS IN SUFFICIENT QUANTITY MAY BE USED WHERE ORNAMENTALS OR OTHER GROUND COVERS ARE PLANTED. THIS IS NOT APPROPRIATE FOR SEEDED AREAS.
20.6. WHEN USING TEMPORARY EROSION CONTROL BLANKETS OR BLACK SOD, MULCH IS NOT REQUIRED.
20.7. ON SLOPES GREATER THAN 10 FEET IN LENGTH AND 4:1 OR STEEPER, USE THE FOLLOWING EROSION CONTROL BLANKETS THAT HAVE BEEN PROPERLY ANCHORED TO THE SLOPE ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS:

- 2:1 SLOPES OR STEEPER: - STRAW/COCONUT BLANKET OR HIGH VELOCITY WOOD BLANKET
- 3:1 SLOPES OR STEEPER: - WOOD OR STRAW BLANKET WITH NET ON BOTH SIDES
- 4:1 SLOPES OR FLATTER: - WOOD OR STRAW MULCH BLANKET WITH NET ON ONE SIDE

VIII. HOUSEKEEPING

THESE PERFORMANCE STANDARDS APPLY TO ALL SITES.

1. PETROLEUM PRODUCTS: INCLUDING OIL, GASOLINE, LUBRICANTS AND ASPHALTIC SUBSTANCES.

1.1. HAVE EQUIPMENT TO CONTAIN AND CLEAN UP PETROLEUM SPILLS IN FUEL STORAGE AREAS OR ON MAINTENANCE AND FUELING VEHICLES
1.2. STORE IN COVERED AREAS PROTECTED WITH DIKES

2. SPILLS: PREVENTION AND RESPONSE.

2.1. STORE AND HANDLE MATERIALS TO PREVENT SPILLS
2.2. TIGHTLY SEALED CONTAINERS, NEAT AND SECURE STACKING, ETC.
2.3. REDUCE STORM WATER CONTACT IF SPILL OCCURS
2.3.1. CLEANUP PROCEDURES SHOULD BE CLEARLY POSTED.
2.3.2. CLEANUP MATERIALS SHOULD BE READILY AVAILABLE
2.3.3. STOP THE SOURCE
2.3.4. CONTAIN THE SPILL

3. NON-STORM WATER DISCHARGES

THE FOLLOWING NON-STORMWATER DISCHARGES MUST BE PROTECTED FROM CAUSING POLLUTION OR EROSION:

3.1. DISCHARGES FROM FIRE-FIGHTING ACTIVITIES
3.2. FIRE HYDRANT FLUSHINGS
3.3. WATERS USED TO WASH VEHICLES WHERE DETERGENTS ARE NOT USED
3.4. WATER USED TO CONTROL DUST
3.5. POTABLE WATER INCLUDING UNCONTAMINATED WATER LINE FLUSHINGS
3.6. ROUTINE EXTERNAL BUILDING WASH DOWN THAT DOES NOT USE DETERGENTS
3.7. PAVEMENT WASH WATERS WHERE SPILLS OR LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE NOT OCCURRED (UNLESS ALL SPILLED MATERIAL HAS BEEN REMOVED) AND WHERE DETERGENTS ARE NOT USED
3.8. UNCONTAMINATED AIR CONDITIONING OR COMPRESSOR CONDENSATE
3.9. UNCONTAMINATED GROUND WATER OR SPRING WATER
3.10. FOUNDATION OR FOOTING DRAINS WHERE FLOWS ARE NOT CONTAMINATED WITH PROCESS MATERIALS SUCH AS SOLVENTS
3.11. UNCONTAMINATED EXCAVATION DEWATERING
3.12. LANDSCAPE IRRIGATION
3.13. DECHLORINATED SWIMMING POOL DISCHARGES.

4. CONSTRUCTION WASTES: DEMOLITION RUBBLE, PACKAGING MATERIALS, SCRAP BUILDING SUPPLIES, ETC.

4.1. SELECT A DESIGNATED WASTE COLLECTION AREA
4.2. PROVIDE LIDS FOR WASTE CONTAINERS
4.3. WHEN POSSIBLE LOCATE CONTAINERS IN COVERED AREA
4.4. MAINTAIN CONSISTENT REMOVAL SCHEDULE FOR WASTE

5. PESTICIDES: REDUCE THE AMOUNT OF PESTICIDES AVAILABLE FOR CONTACT WITH STORM WATER.

5.1. STORE IN A DRY COVERED AREA
5.2. INSTALL CURBS OR DIKES AROUND STORAGE AREA TO PROTECT AGAINST SPILLS
5.3. STRICTLY FOLLOW RECOMMENDED APPLICATION RATES

6. FERTILIZERS AND DETERGENTS: REDUCE THE AMOUNT OF FERTILIZERS AND DETERGENTS AVAILABLE FOR CONTACT WITH STORM WATER.

6.1. LIMIT APPLICATION OF FERTILIZERS TO THE MINIMUM NEEDED
6.2. APPLY MORE FREQUENTLY BUT AT LOWER APPLICATION RATES
6.3. LIMIT USE OF DETERGENTS ON-SITE
6.4. DO NOT DISCHARGE WASH WATER INTO STORM WATER SYSTEM
6.5. MAINTAIN STRUCTURAL AND VEGETATIVE BMP'S
6.6. APPLY ACCORDING TO SOIL TEST RECOMMENDATIONS PRIOR TO SEEDING.

IX. GRASSING NOTES

1. SOD:

ALL SOD SHALL BE NURSERY GROWN AS CLASSIFIED IN THE ASPS GSS. MACHINE CUT SOD AT A UNIFORM THICKENS OF 3/4" WITHIN A TOLERANCE OF 1/4", EXCLUDING TOP GROWTH AND THATCH. EACH INDIVIDUAL SOD PIECE SHALL BE STRONG ENOUGH TO SUPPORT ITS OWN WEIGHT WHEN LIFTED BY THE ENDS. BROKEN PODS, IRREGULARLY SHAPED PIECES, AND TORN OR UNEVEN ENDS WILL BE REJECTED. WOOD PEGS AND / OR WIRE STAPLES SHALL REPLACE SOD WITH AN EQUAL SOD COMPOSITION AS THAT WHICH IS EXISTING. IF NO SOD TYPE EXIST. THEN THE FOLLOWING SOD COMPOSITION SHALL BE USED.

2. SODDING SCHEDULE:

LAY SOD FROM MAY 1 TO SEPTEMBER 15 FOR SPRING PLANTING AND FROM SEPTEMBER 15 TO NOVEMBER 1 FOR FALL PLANTING.

3. SEED:

ALL SEED SHALL CONFORM TO ALL STATE LAWS AND TO ALL REQUIREMENTS AND REGULATIONS OF THE SOUTH CAROLINA DEPARTMENT OF AGRICULTURE. THE SEVERAL VARIETIES OF SEED SHALL BE INDIVIDUALLY PACKAGED OR BAGGED, AND TAGGED TO SHOW NAME OF SEED, NET WEIGHT, ORIGIN, GERMINATION, LOT NUMBER, AND OTHER INFORMATION REQUIRED BY THE DEPARTMENT OF AGRICULTURE.

3.1. PENNISETUM GLAUCIUM (BROWNTOP MILLET): TESTING 98 PERCENT PURITY AND 85 PERCENT GERMINATION.
3.2. BERMUDA COMMON: TESTING 98 PERCENT PURITY AND 85 PERCENT GERMINATION.
3.3. DOMESTIC ITALIAN RYE: TESTING 98 PERCENT PURITY AND 90 PERCENT GERMINATION.

4. MISCELLANEOUS:

4.1. PERMANENT SEEDING SHALL COVER ALL DISTURBED AREA NOT TO BE COVERED BY LANDSCAPE PLANTING BEDS, STRUCTURE, OR PAVEMENT.
4.2. SEED ALL DISTURBED AREAS WITHIN SEVEN DAYS OF FINAL GRADING AND TEMPORARY SEED/MULCH ALL AREAS THAT WILL BE LEFT INACTIVE FOR MORE THAN FOURTEEN (14) DAYS.
4.3. ALL PERMANENT GRASS PLANTINGS SHALL BE MULCHED
4.4. CENTIPEDE SOD CAN BE USED AS PERMANENT COVER ANYTIME EXCEPT JUNE THRU OCTOBER
4.5. IF GRASSING OCCURS DURING A MONTH REQUIRING TEMPORARY COVER, THE CONTRACTOR SHALL APPLY PERMANENT COVER (IN ADDITION TO THE TEMPORARY COVER) AT THE APPROPRIATE TIME AT NO NO ADDITIONAL COST. THE CONTRACTOR MUST ACHIEVE A STRAND OF PERMANENT GRASS WITH AT LEAST 95% COVER. BARE SPOTS CAN NOT BE MORE THAN 1 INCH SQUARE IN ANY 10 SF.

X. PERMANENT STABILIZATION

NEWLY SEEDED OR SODDED AREAS MUST BE PROTECTED FROM VEHICLE TRAFFIC,EXCESSIVE PEDESTRIAN TRAFFIC, AND CONCENTRATED RUNOFF UNTIL THE VEGETATION IS WELL ESTABLISHED. IF NECESSARY, AREAS MUST BE RE-WORKED AND RE-STABILIZED IF GERMINATION IS SPARSE, PLANT COVERAGE IS SPOTTY ,OR TOPSOIL EROSION IS EVIDENT. ONE OR MORE OF THE FOLLOWING MAY APPLY TO THE SITE.

4.1. SEEDED AREAS

FOR SEEDED AREAS, PERMANENT STABILIZATION MEANS A 90% COVER OF THE DISTURBED AREA WITH MATURE, HEALTHY PLANTS WITH NO EVIDENCE OF WASHING OR RILLING OF THE TOPSOIL.

4.2. SODDED AREAS

FOR SODDED AREAS, PERMANENT STABILIZATION MEANS THE COMPLETE BINDING OF THE SOD ROOTS INTO THE APPROVED MULCH MATERIAL.

4.3. PERMANENT MULCH

FOR MULCHED AREAS, PERMANENT MULCHING MEANS TOTAL COVERAGE OF THE EXPOSED AREA WITH AN APPROVED MULCH MATERIAL.

4.4. RIPRAP

FOR AREAS STABILIZED WITH RIPRAP, PERMANENT STABILIZATION MEANS THAT SLOPES STABILIZED WITH RIPRAP HAVE AN APPROPRIATE BACKING OF AN APPROVED GEOTEXTILE TO PREVENT SOIL MOVEMENT FROM BEHIND THE RIPRAP.

4.5. DITCHES, CHANNELS, AND SWALES

FOR OPEN CHANNELS, PERMANENT STABILIZATION MEANS THE CHANNEL IS STABILIZED WITH MATURE VEGETATION AT LEAST THREE INCHES IN HEIGHT, WITH WELL-GRADED RIPRAP LINING, OR WITH ANOTHER NON-EROSIVE LINING CAPABLE OF WITHSTANDING THE ANTICIPATED FLOW VELOCITIES AND FLOW DEPTHS WITHOUT RELIANCE ON CHECK DAMS TO SLOW FLOW. THERE MUST BE NO EVIDENCE OF SLUMPING OF THE LINING, UNDERCUTTING OF THE BANKS, OR DOWN CUTTING OF THE CHANNEL.

XI. FERTILIZER REQUIREMENTS

1. TEMPORARY SEEDING FERTILIZER

APPLY A MINIMUM OF 500 LBS PER ACRE OF A COMPLETE 10-10-10 FERTILIZER (11.5 POUNDS PER 1000 SQUARE FEET) OR EQUIVALENT DURING TEMPORARY SEEDING OF GRASSES UNLESS A SOIL TEST INDICATES A DIFFERENT REQUIREMENT. INCORPORATE FERTILIZER AND LIME (IF USED) INTO THE TOP 4-6 INCHES OF THE SOIL BY DISKING OR OTHER MEANS WHERE CONDITIONS ALLOW. LIME IS NOT REQUIRED FOR TEMPORARY SEEDING UNLESS A SOIL TEST SHOWS THAT THE SOIL PH IS BELOW 5.0. IT IS DESIRABLE TO APPLY LIME DURING THE TEMPORARY SEEDING OPERATION TO BENEFIT THE LONG-TERM PERMANENT SEEDING. APPLY A MINIMUM OF 1.5 TONS OF LIME / ACRE (70LBS. / 1000 SQ. FT.).

2. PERMANENT SEEDING FERTILIZER

APPLY A MINIMUM OF 1000 LBS PER ACRE OF A COMPLETE 10-10-10 FERTILIZER (23 POUNDS PER 1000 SQUARE FEET) OR EQUIVALENT DURING PERMANENT SEEDING OF GRADES UNLESS A SOIL TEST INDICATES A DIFFERENT REQUIREMENT. INCORPORATE FERTILIZER AND LIME (IF USED) INTO THE TOP 4-6 INCHES OF THE SOIL BY DISKING OR OTHER MEANS WHERE CONDITIONS ALLOW. DO NOT MIX THE LIME AND THE FERTILIZER PRIOR TO THE FIELD APPLICATION. UNLESS A SPECIFIC SOIL TEST INDICATES OTHERWISE, APPLY 1 & 1/2 TONS OF GROUND COARSE TEXTURED AGRICULTURAL LIMESTONE PER ACRE (70 LBS. / 1000 SQ.FT.).

XII. SWPP PREPARER CERTIFICATION

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.

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION
THOMAS & HUTTON ENGINEERING CO.
No. C00285

FOR REVIEW ONLY - NOT FOR CONSTRUCTION

NO.	REVISIONS	BY	DATE

THOMAS & HUTTON
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NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
SWPP - NOTES

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	########

EC4.1

STORMWATER POLLUTION PREVENTION PLAN

TEMPORARY SEEDING - COASTAL

SPECIES	LBS/AC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
SANDY, DROUGHTY SITES													
BROWNTOP MILLET	40												
RYE, GRAIN	56												
RYEGRASS	50												
WELL DRAINED, CLAYEY/LOAMEY SITES													
BROWNTOP MILLET	40												
JAPANESE MILLET	40												
RYE, GRAIN	56												
OATS	75												
RYEGRASS	50												

PERMANENT SEEDING - COASTAL

SPECIES	LBS/AC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
SANDY, DROUGHTY SITES													
BROWNTOP MILLET	10												
BAHIAGRASS	40												
BROWNTOP MILLET	10												
BAHIAGRASS	30												
SERICEA LESPEDEZA	40												
BROWNTOP MILLET	10												
ATLANTIC COASTAL	15												
PANICGRASS	PLS												
BROWNTOP MILLET	10												
SWITCHGRASS	8												
(ALAMO)	PLS												
LITTLE BLUESTEM	4												
SERICEA LESPEDEZA	20												
BROWNTOP MILLET	10												
WEEPING LOVEGRASS	8												
WELL DRAINED, CLAYEY/LOAMEY SITES													
BROWNTOP MILLET	10												
BAHIAGRASS	40												
RYE, GRAIN	10												
BAHIAGRASS	40												
CLOVER, CRIMSON (ANNUAL)	5												
BROWNTOP MILLET	10												
BAHIAGRASS	30												
SERICEA LESPEDEZA	40												
BROWNTOP MILLET	10												
BERMUDA, COMMON	10												
SERICEA LESPEDEZA	40												
BROWNTOP MILLET	10												
BERMUDA, COMMON	12												
KOBE LESPEDEZA (ANNUAL)	10												
BROWNTOP MILLET	10												
BAHIAGRASS	20												
BERMUDA, COMMON	6												
SERICEA LESPEDEZA	40												
BROWNTOP MILLET	10												
SWITCHGRASS	8												
LITTLE BLUESTEM	PLS												
INDIANGRASS	3												

EROSION CONTROL LEGEND

DESCRIPTION	PLAN SYMBOL
SILT FENCE	
CLEARING LIMITS	CL CL
DIVERSION DIKE	DD
DIVERSION BERM	DB
TEMPORARY DIVERSION	TD
PERMANENT DIVERSION	PD
SUBSURFACE DRAIN	SSD
VEGETATED CHANNEL	
RIP RAP LINED CHANNEL	
ECB OR TRM LINED CHANNEL	
PAVED CHANNEL	PC
TREE PROTECTION	
SURFACE ROUGHENING	OR LG
TOP SOILING	
TEMPORARY SEEDING	TS
PERMANENT SEEDING	PS
MULCHING	M

EROSION CONTROL LEGEND

DESCRIPTION	PLAN SYMBOL
EROSION CONTROL BLANKET OR TURF REINFORCEMENT MAT	
FLEXIBLE GROWTH MATRIX	FGM
BONDED FIBER MATRIX	BFM
SODDING	SO
SLOPED SODDING	
STAKED SOD	
STAKED SOD AROUND INLET	OR
RIPRAP	
OUTLET PROTECTION - RIP RAP	
OUTLET PROTECTION - ECB OR TRM	
DUST CONTROL	DC
POLYACRYLAMIDE (PAM)	PAM
SEDIMENT BASIN	
SEDIMENT BASIN WITH SKIMMER	
SEDIMENT TRAP	
ROCK SEDIMENT DIKE	
SEDIMENT TUBE	

EROSION CONTROL LEGEND

DESCRIPTION	PLAN SYMBOL
ROCK CHECK DAM	OR
POROUS BAFFLES	
STABILIZED CONSTRUCTION ENTRANCE	
CONCRETE WASHOUT	
STORM DRAIN INLET PROTECTION - TYPE A FILTER FABRIC	A
STORM DRAIN INLET PROTECTION - TYPE A SEDIMENT TUBE	A
STORM DRAIN INLET PROTECTION - TYPE B HARDWARE FABRIC AND STONE	B
STORM DRAIN INLET PROTECTION - TYPE C BLOCK AND GRAVEL	C
STORM DRAIN INLET PROTECTION - TYPE D RIGID INLET FILTER	D
STORM DRAIN INLET PROTECTION - TYPE E SURFACE COURSE CURB INLET FILTER	E
STORM DRAIN INLET PROTECTION - TYPE F INLET TUBE	F
STORM DRAIN INLET PROTECTION - TYPE G IMPERVIOUS AREA	G
STORM DRAIN INLET PROTECTION - CATCH BASIN INSERT	I
PIPE SLOPE DRAINS	
TEMPORARY STREAM CROSSING	
LEVEL SPREADER	

CONSTRUCTION SEQUENCE

	CONSTRUCTION ACTIVITY	SCHEDULE CONSIDERATION
1	OBTAIN COPIES OF ALL PLAN APPROVALS AND OTHER APPLICABLE PERMITS.	CONTRACTOR TO HAVE ONSITE AT ALL TIMES DURING CONSTRUCTION.
2	FLAG THE WORK LIMITS AND BARRICADE TREES AND MARK BUFFER AREAS FOR PROTECTION.	HAVE LOCAL REGULATORY AGENCY INSPECT TREE BARRICADES.
3	HOLD PRE CONSTRUCTION CONFERENCE AT LEAST ONE WEEK PRIOR TO STARTING CONSTRUCTION.	REVIEW TREE PROTECTION (BARRICADE) WITH OWNER AND LOCAL REGULATORY AGENCY. TAKE PICTURES OF ALL PROTECTED TREES AND LOCATIONS WHERE SITE WORK TIES INTO EXISTING TO DOCUMENT PREDEVELOPMENT PROCEDURES.
4	INSTALL CONSTRUCTION ACCESS AND LAY DOWN AREAS	STABILIZE BARE AREAS IMMEDIATELY AND INSTALL CONSTRUCTION EXITS / ENTRANCES.
5	CONSTRUCT SEDIMENT TRAPS AND BARRIERS - BASIN TRAPS, SEDIMENT FENCES, AND OUTLET PROTECTION.	INSTALL PRINCIPAL BASINS AFTER CONSTRUCTION SITE IS ACCESSED. INSTALL ADDITIONAL TRAPS AND BARRIERS AS NEEDED DURING GRADING.
6	ESTABLISH RUNOFF CONTROL - DIVERSIONS, PERIMETER DIKES, WATER BARS, AND OUTLET PROTECTION.	INSTALL KEY PRACTICES AFTER PRINCIPAL SEDIMENT TRAPS AND BEFORE LAND GRADING. INSTALL ADDITIONAL RUNOFF-CONTROL MEASURES DURING GRADING.
7	LAND CLEARING AND GRADING-SITE PREPARATION CUTTING, FILLING AND GRADING, SEDIMENTATION TRAPS, BARRIERS, DIVERSIONS, DRAINS, SURFACE ROUGHENING.	BEGIN MAJOR CLEARING AND GRADING AFTER PRINCIPAL SEDIMENT AND KEY RUNOFF-CONTROL MEASURES ARE INSTALLED. CLEAR BORROW AND DISPOSAL AREAS ONLY AS NEEDED. INSTALL ADDITIONAL CONTROL MEASURES AS GRADING PROGRESSES. MARK TREES AND BUFFER AREAS FOR PRESERVATION.
8	RUNOFF CONVEYANCE SYSTEM- INSTALL STORM DRAINS, STABILIZE BANKS, CHANNELS, INSTALL INLET AND OUTLET PROTECTION, SLOPE DRAINS.	WHERE NECESSARY, STABILIZE BANKS AS EARLY AS POSSIBLE. INSTALL PRINCIPAL RUNOFF CONVEYANCE SYSTEM WITH RUNOFF- CONTROL MEASURES. INSTALL REMAINDER OF SYSTEM AFTER GRADING.
9	INSTALL WASTEWATER COLLECTION, WATER DISTRIBUTION, AND STORM DRAINAGE SYSTEMS	APPLY TEMPORARY OR PERMANENT STABILIZATION MEASURES IMMEDIATELY ON ALL DISTURBED AREAS WHERE WORK IS DELAYED OR COMPLETE.
10	SURFACE STABILIZATION-TEMPORARY AND PERMANENT SEEDING, MULCHING, SODDING, RIP RAP.	APPLY TEMPORARY OR PERMANENT STABILIZATION MEASURES IMMEDIATELY ON ALL DISTURBED AREAS WHERE WORK IS DELAYED OR COMPLETE.
11	BUILDING CONSTRUCTION- BUILDINGS UTILITIES, ROADS, ETC.	INSTALL NECESSARY EROSION AND SEDIMENTATION CONTROL PRACTICES AS WORK TAKES PLACE.
12	LANDSCAPING AND FINAL STABILIZATION - TOPSOILING, TREES AND SHRUBS, PERMANENT SEEDING, MULCHING, SODDING, RIP RAP.	LAST CONSTRUCTION PHASE--STABILIZE ALL OPEN AREAS, INCLUDING BORROW AND SPOIL AREAS. REMOVE AND STABILIZE ALL TEMPORARY CONTROL MEASURES.

LIST OF ACRONYMS FOR SEDIMENT AND EROSION CONTROL

AASHTO	AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
AMD	ACRYLAMIDE POLYMER
BFM	BONDED FIBER MATRIX
BMP(S)	BEST MANAGEMENT PRACTICE(S)
CFS	CUBIC FEET PER SECOND
CMP	CORRUGATED METAL PIPE
DHEC	DEPARTMENT OF HEATH AND ENVIRONMENTAL CONTROL
ECB	EROSION CONTROL BLANKET
EPA	UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
EPSC	EROSION PREVENTION AND SEDIMENTATION CONTROL
FDA	UNITED STATES FOOD AND DRUG ADMINISTRATION
FGM	FLEXIBLE GROWTH MATRIX
HDPE	HIGH DENSITY POLYETHYLENE
MS4	MUNICIPAL SEPARATE STORM SEWER SYSTEM
MSDS	MATERIAL SAFETY DATA SHEETS
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
PAM	POLYACRYLAMIDE OR POLYMER
RCP	REINFORCED CONCRETE PIPE
SCS	SOIL CONSERVATION SERVICE
SWPPP	STORMWATER POLLUTION PREVENTION PROGRAM
TRM	TURF REINFORCEMENT MAT
VFS	VEGETATED FILTER STRIP

SOUTH CAROLINA THOMAS & HUTTON ENGINEERING No. C00285 CERTIFICATE OF AUTHORIZATION

FOR REVIEW ONLY - NOT FOR CONSTRUCTION

NO.	REVISIONS	BY	DATE

THOMAS & HUTTON
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NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
SWPP - LEGEND AND SCHEDULES

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	########

EC4.2

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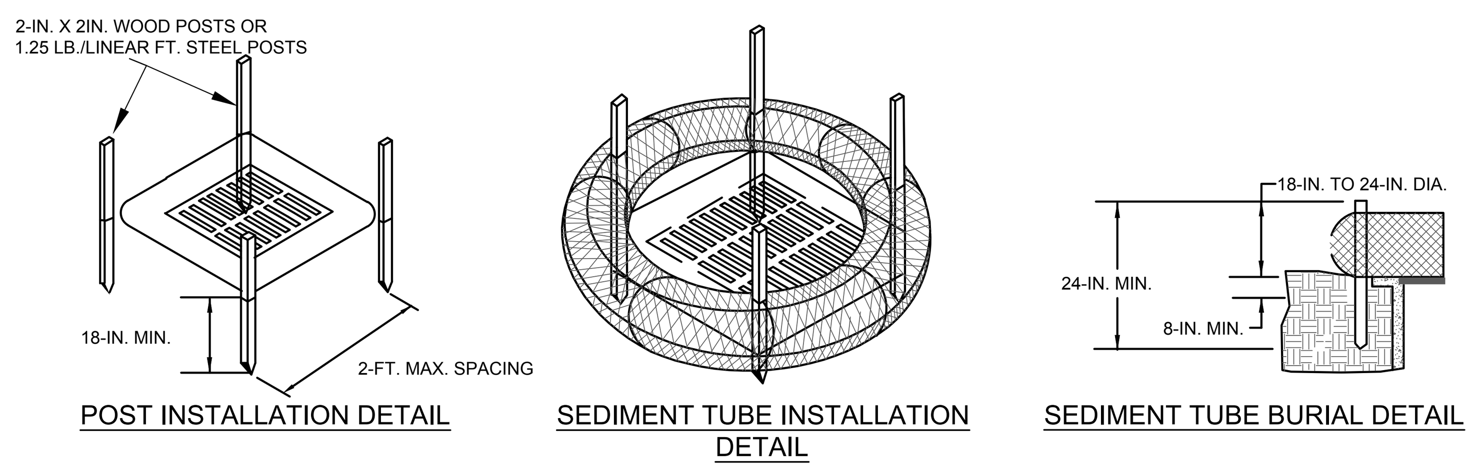
STORMWATER POLLUTION PREVENTION PLAN



MATERIALS:
SEDIMENT TUBES FOR TYPE A INLET STRUCTURE FILTERS EXHIBIT THE FOLLOWING PROPERTIES:
PRODUCED BY A MANUFACTURER EXPERIENCED IN SEDIMENT TUBE MANUFACTURING.
COMPOSED OF COMPACTED GEOTEXTILES, CURLED EXCELSIOR WOOD, NATURAL COCONUT FIBERS, HARDWOOD MULCH OR A MIX OF THESE MATERIALS ENCLOSED BY A FLEXIBLE NETTING MATERIAL.
STRAW, STRAW FIBER, STRAW BALES, PINE NEEDLES, AND LEAF MULCH ARE NOT ALLOWED UNDER THIS SPECIFICATION.
UTILIZES OUTER NETTING THAT CONSISTS OF SEAMLESS, HIGH-DENSITY POLYETHYLENE PHOTODEGRADABLE MATERIALS TREATED WITH ULTRAVIOLET STABILIZERS OR A SEAMLESS, HIGH-DENSITY POLYETHYLENE NON-DEGRADABLE MATERIALS.
DIAMETER RANGING FROM 18-INCHES TO 24-INCHES.
CURLED EXCELSIOR WOOD, OR NATURAL COCONUT ROLLED EROSION CONTROL PRODUCTS (RECPS) THAT ARE ROLLED UP TO CREATE A SEDIMENT TUBE ARE NOT ALLOWED UNDER THIS SPECIFICATION. SELECT APPLICABLE SEDIMENT TUBES FROM THE SCDOT APPROVED PRODUCTS LIST.

USE 48-INCH LONG WOOD POSTS THAT MEET THE FOLLOWING REQUIREMENTS:
2-INCH BY 2-INCH SIZE.
HEAVY-DUTY WIRE STAPLES AT LEAST 1½-INCH LONG, SPACED A MAXIMUM OF 6-INCHES APART TO ATTACH THE FILTER FABRIC TO WOODEN STAKES.

USE 48-INCH LONG STEEL POSTS THAT MEET THE FOLLOWING MINIMUM PHYSICAL REQUIREMENTS:
BE COMPOSED OF HIGH STRENGTH STEEL WITH MINIMUM YIELD STRENGTH OF 50,000 PSI.
HAVE A STANDARD "T" SECTION WITH A NOMINAL FACE WIDTH OF 1.38-INCHES AND NOMINAL "T" LENGTH OF 1.48-INCHES.
WEIGH 1.25 POUNDS PER FOOT (± 8%).
BE PAINTED WITH A WATER BASED BAKED ENAMEL PAINT.

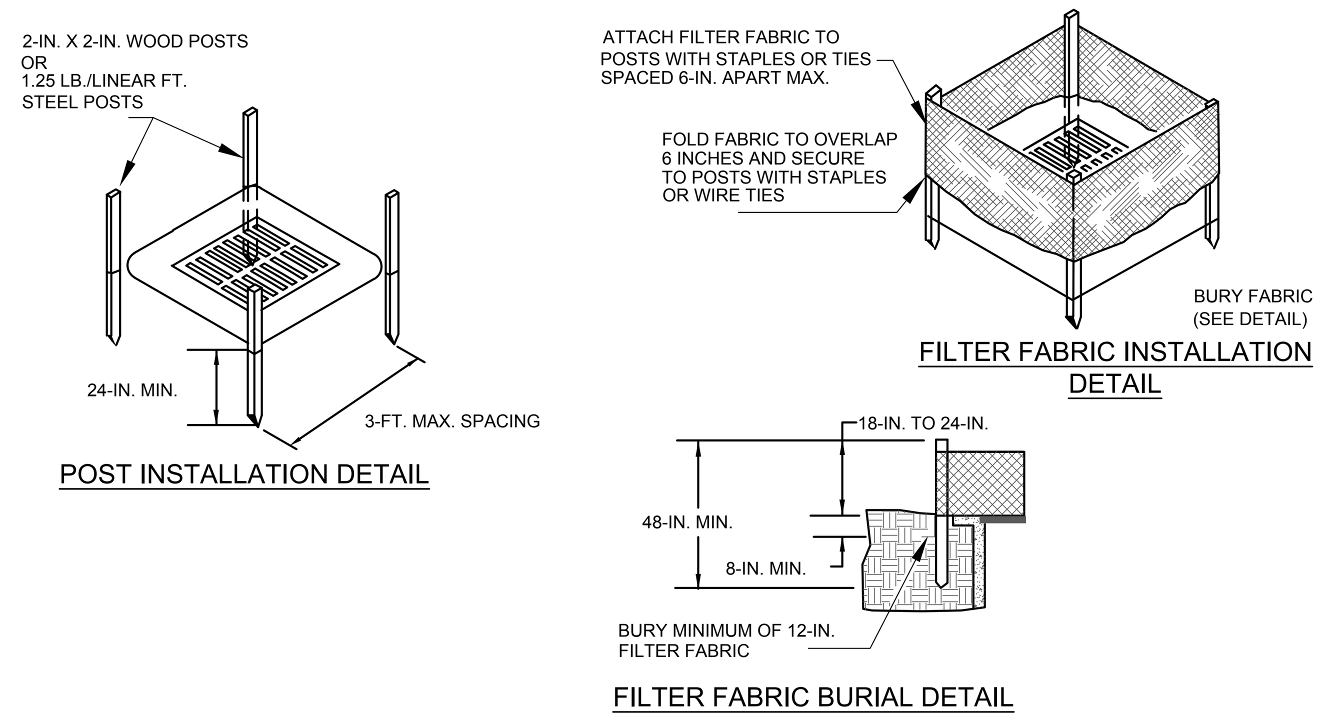
INSTALLATION:
REMOVE ALL ROCKS, CLODS, VEGETATION OR OTHER OBSTRUCTIONS SO INSTALLED SEDIMENT TUBES HAVE DIRECT CONTACT WITH THE UNDERLYING SOIL OR SURFACE. INSTALL SEDIMENT TUBES BY LAYING THEM FLAT ON THE GROUND. CONSTRUCT A SMALL TRENCH TO A DEPTH THAT IS 20% OF THE SEDIMENT TUBE DIAMETER. LAY THE SEDIMENT TUBE IN THE TRENCH AND COMPACT THE UPSTREAM SEDIMENT TUBE SOIL INTERFACE. DO NOT COMPLETELY BURY SEDIMENT TUBES DURING INSTALLATION. LAP THE ENDS OF ADJACENT SEDIMENT TUBES A MINIMUM OF 6-INCHES TO PREVENT FLOW AND SEDIMENT FROM PASSING THROUGH THE FIELD JOINT. NEVER STACK SEDIMENT TUBES ON TOP OF ONE ANOTHER. SEDIMENT TUBES 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) A MINIMUM OF 48-INCHES IN LENGTH PLACED ON 2-FOOT CENTERS. INTERTWINE THE STAKES WITH THE OUTER MESH ON THE DOWNSTREAM SIDE, AND DRIVE THE STAKES IN THE GROUND TO A MINIMUM DEPTH OF 24-INCHES LEAVING LESS THAN 12-INCHES OF STAKE ABOVE THE EXPOSED SEDIMENT TUBE.

INSPECTION AND MAINTENANCE:
INSPECT EVERY SEVEN CALENDAR DAYS AND WITHIN 24-HOURS AFTER EACH RAINFALL EVENT THAT PRODUCES ½-INCHES OR MORE OF PRECIPITATION. INSPECT SEDIMENT TUBES AFTER INSTALLATION FOR GAPS UNDER THE TUBES AND FOR GAPS BETWEEN JOINTS OF ADJACENT ENDS OF SEDIMENT TUBES. REPAIR RILLS, GULLIES, AND ALL UNDERCUTTING NEAR SEDIMENT TUBES. REMOVE AND/OR REPLACE INSTALLED SEDIMENT TUBES AS REQUIRED TO ADAPT TO CHANGING CONSTRUCTION SITE CONDITIONS. REMOVE ALL SEDIMENT TUBES FROM THE SITE WHEN THE FUNCTIONAL LONGEVITY IS EXCEEDED AS DETERMINED BY THE ENGINEER, OR MANUFACTURER'S REPRESENTATIVE. DISPOSE OF SEDIMENT TUBES IN REGULAR MEANS AS NON-HAZARDOUS, INERT MATERIAL.

A

SEDIMENT TUBE INLET PROTECTION (TYPE A)

NOT TO SCALE



MATERIALS:
USE FILTER FABRIC THAT CONFORMS TO SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (LATEST EDITION).

USE STEEL POSTS THAT MEET THE FOLLOWING MINIMUM PHYSICAL REQUIREMENTS:
BE COMPOSED OF HIGH STRENGTH STEEL WITH MINIMUM YIELD STRENGTH OF 50,000 PSI.
HAVE A STANDARD "T" SECTION WITH A NOMINAL FACE WIDTH OF 1.38-INCHES AND NOMINAL "T" LENGTH OF 1.48-INCHES.
WEIGH 1.25 POUNDS PER FOOT (± 8%).
BE PAINTED WITH A WATER BASED BAKED ENAMEL PAINT.

INSTALLATION:
EXCAVATE A TRENCH 6-INCHES WIDE AND 6-INCHES DEEP AROUND THE OUTSIDE PERIMETER OF THE INLET UNLESS THE FABRIC IS PNEUMATICALLY INSTALLED.

EXTEND THE FILTER FABRIC A MINIMUM OF 12-INCHES INTO THE TRENCH. BACKFILL THE TRENCH WITH SOIL OR CRUSHED STONE AND COMPACT OVER THE FILTER FABRIC UNLESS THE FABRIC IS PNEUMATICALLY INSTALLED.

USE STEEL POSTS WITH A MINIMUM POST LENGTH OF 60-INCHES CONSISTING OF STANDARD "T" SECTIONS WITH A WEIGHT OF 1.25 POUNDS PER FOOT (±8%). INSTALL THE FILTER FABRIC TO A MINIMUM HEIGHT OF 24-INCHES ABOVE GRADE. SPACE THE STEEL POSTS AROUND THE PERIMETER OF THE INLET A MAXIMUM OF 3-FEET APART AND DRIVE THEM INTO THE GROUND A MINIMUM OF 24-INCHES. CUT THE FILTER FABRIC FROM A CONTINUOUS ROLL TO THE LENGTH OF THE PROTECTED AREA TO AVOID THE USE OF JOINTS. WHEN JOINTS ARE NECESSARY, WRAP FILTER FABRIC TOGETHER ONLY AT A SUPPORT POST WITH BOTH ENDS SECURELY FASTENED TO THE POST, WITH A MINIMUM 6-INCH OVERLAP.

ATTACH FABRIC TO STEEL POSTS WITH HEAVY-DUTY PLASTIC TIES.

ATTACH AT LEAST FOUR (4) EVENLY SPACED TIES IN A MANNER TO PREVENT SAGGING OR TEARING OF THE FABRIC. IN ALL CASES, AFFIX TIES IN NO LESS THAN FOUR (4) PLACES.

INSPECTION AND MAINTENANCE:

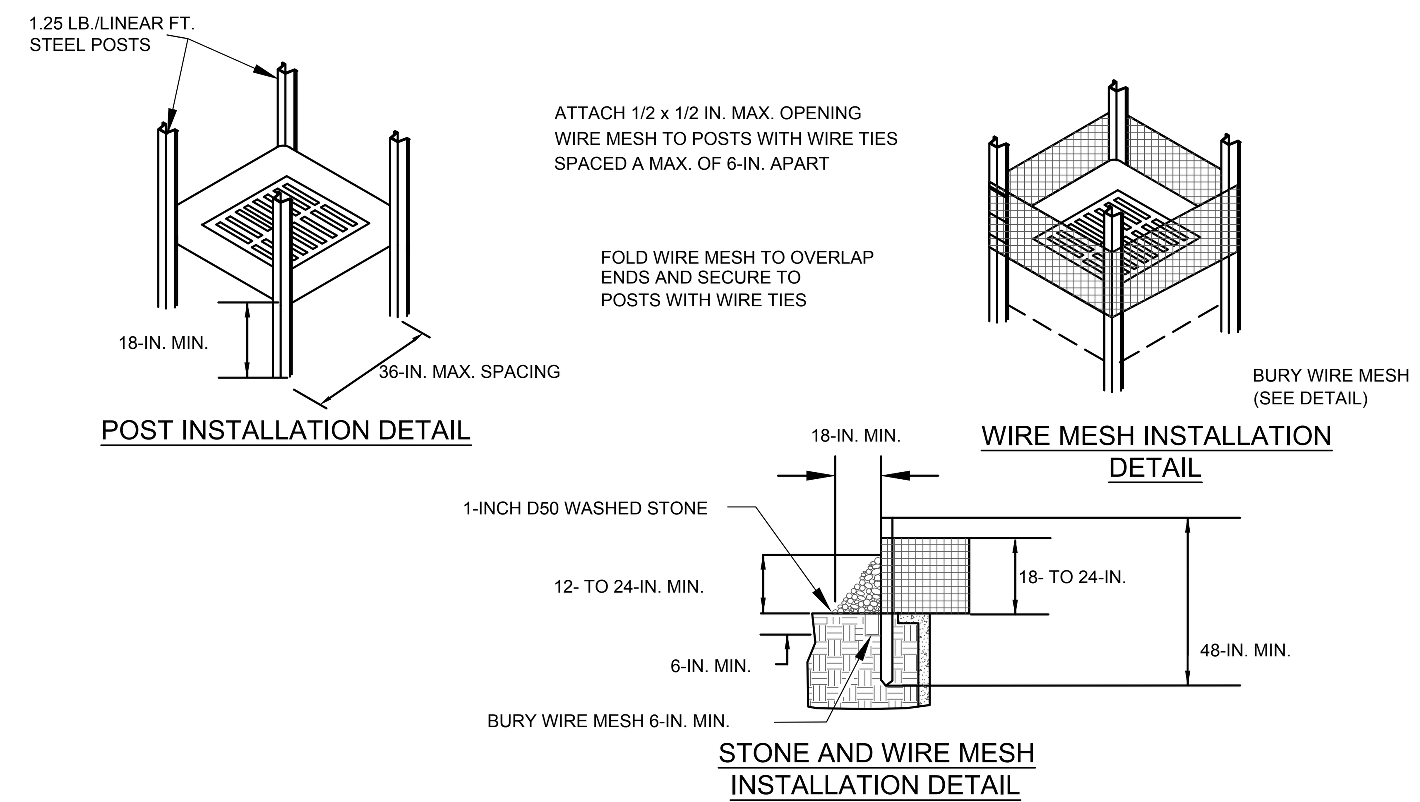
SEDIMENT SHOULD BE REMOVED WHEN IT REACHES APPROXIMATELY 1/3 THE HEIGHT OF THE FENCE. TAKE CARE NOT TO DAMAGE OR UNDERCUT FABRIC WHEN REMOVING SEDIMENT. IF A SUMP IS USED, SEDIMENT SHOULD BE REMOVED WHEN IT FILLS APPROXIMATELY 1/3 THE DEPTH OF THE HOLE. MAINTAIN THE POOL AREA, ALWAYS PROVIDING ADEQUATE SEDIMENT STORAGE VOLUME FOR THE NEXT STORM.

STORM DRAIN INLET PROTECTION STRUCTURES SHOULD BE REMOVED ONLY AFTER THE DISTURBED AREAS ARE PERMANENTLY STABILIZED. REMOVE ALL CONSTRUCTION MATERIAL AND SEDIMENT, AND DISPOSE OF THEM PROPERLY. GRADE THE DISTURBED AREA TO THE ELEVATION OF THE DROP INLET STRUCTURE CREST. USE APPROPRIATE PERMANENT STABILIZATION METHODS TO STABILIZE BARE AREAS AROUND THE INLET.

A

FILTER FABRIC INLET PROTECTION (TYPE A)

NOT TO SCALE



MATERIALS:
USE HARDWARE FABRIC OR COMPARABLE WIRE MESH WITH MAXIMUM OPENINGS OF 0.5-INCHES X 0.5-INCHES AS THE SUPPORTING MATERIAL.

USE STEEL POSTS THAT MEET THE FOLLOWING MINIMUM PHYSICAL REQUIREMENTS:
BE COMPOSED OF HIGH STRENGTH STEEL WITH MINIMUM YIELD STRENGTH OF 50,000 PSI.
HAVE A STANDARD "T" SECTION WITH A NOMINAL FACE WIDTH OF 1.38-INCHES AND NOMINAL "T" LENGTH OF 1.48-INCHES.
WEIGH 1.25 POUNDS PER FOOT (± 8%).
BE PAINTED WITH A WATER BASED BAKED ENAMEL PAINT.

USE HEAVY-DUTY WIRE TIES TO ATTACH THE WIRE MESH MATERIAL TO THE STEEL POSTS.

PLACE AGGREGATE NO. 5 WASHED STONE AGAINST THE HARDWARE FABRIC ON ALL SIDES.

INSTALLATION:
EXCAVATE A TRENCH 6-INCHES DEEP AROUND THE OUTSIDE PERIMETER OF THE INLET.

USE HARDWARE FABRIC OR COMPARABLE WIRE MESH WITH MAXIMUM OPENINGS OF 0.5-INCHES BY 0.5-INCHES AS THE SUPPORTING MATERIAL.
EXTENDED THE FABRIC A MINIMUM OF 6-INCHES INTO THE GROUND. BACKFILL THE TRENCH WITH SOIL OR CRUSHED STONE AND COMPACT OVER THE FABRIC.

USE STEEL POSTS WITH A MINIMUM POST LENGTH OF 36-INCHES CONSISTING OF STANDARD "T" SECTIONS WITH A WEIGHT OF 1.25 POUNDS PER FOOT (±8%).
INSTALL THE WIRE MESH FABRIC ABOVE GRADE A MINIMUM OF 18-INCHES WITHOUT EXCEEDING 24-INCHES.

SPACE THE STEEL POSTS A MAXIMUM OF 3-FEET APART AROUND THE PERIMETER OF THE INLET AND DRIVE THEM INTO THE GROUND A MINIMUM OF 18-INCHES.

USE HEAVY-DUTY WIRE TIES SPACED A MAXIMUM OF 6-INCHES APART TO ATTACH THE WIRE MESH MATERIAL TO THE STEEL POSTS.

PLACE AGGREGATE NO. 5 WASHED STONE TO A MINIMUM HEIGHT OF 12-INCHES, AND A MAXIMUM HEIGHT OF 24-INCHES AGAINST THE HARDWARE FABRIC ON ALL SIDES.

INSPECTIONS AND MAINTENANCE:
IF THE STONE BECOMES CLOGGED WITH SEDIMENT, PULL THE STONES AWAY FROM THE INLET AND CLEAN OR REPLACE THEM.

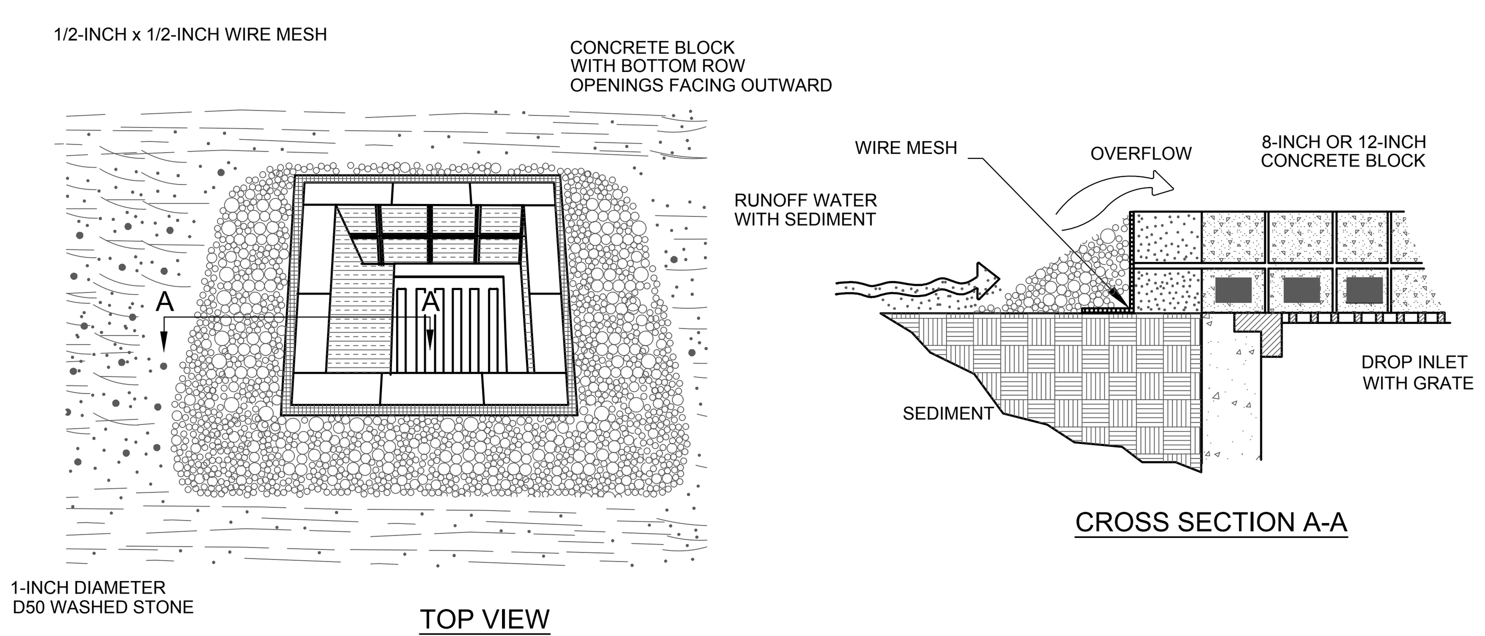
SINCE CLEANING OF GRAVEL AT A CONSTRUCTION SITE MAY BE DIFFICULT, AN ALTERNATIVE APPROACH WOULD BE TO USE THE CLOGGED STONE AS FILL AND PUT FRESH STONE AROUND THE INLET.

REMOVE ACCUMULATED SEDIMENT FROM STONE WHEN SEDIMENT REACHES 1/3 OF THE HEIGHT OF THE STRUCTURE.

B

HARDWARE FABRIC AND STONE INLET PROTECTION (TYPE B)

NOT TO SCALE



INSTALLATION:
BLOCK AND GRAVEL FILTERS CAN BE USED WHERE HEAVY FLOWS AND HIGHER VELOCITIES ARE EXPECTED AND WHERE AN OVERFLOW CAPACITY IS NECESSARY TO PREVENT EXCESSIVE PONDING AROUND THE STRUCTURE.

GRAVEL SHALL CONSIST OF 1-INCH D50 WASHED STONE AND SHOULD EXTEND TO HEIGHT EQUAL TO THE ELEVATION OF THE TOP OF THE BLOCKS.

PLACE THE BOTTOM ROW OF THE CONCRETE BLOCKS LENGTHWISE ON THEIR SIDE SO THAT THE OPEN END FACES OUTWARD, NOT UPWARD.

THE HEIGHT OF THE BARRIER CAN BE VARIED, DEPENDING UPON DESIGN NEEDS BY STACKING A COMBINATION OF BLOCKS THAT ARE 8- AND 12-INCHES WIDE.

WIRE MESH SHOULD BE PLACED OVER THE OUTSIDE VERTICAL FACE OF THE CONCRETE BLOCKS TO PREVENT STONES FROM BEING WASHED THROUGH THE HOLES IN THE BLOCKS. HARDWARE CLOTH OR COMPARABLE WIRE MESH WITH ½-INCH X ½-INCH OPENINGS SHOULD BE USED.

INSPECTION AND MAINTENANCE:
SEDIMENT SHOULD BE REMOVED WHEN IT REACHES APPROXIMATELY 1/3 THE HEIGHT OF THE BLOCKS. IF A SUMP IS USED, SEDIMENT SHOULD BE REMOVED WHEN IT FILLS APPROXIMATELY 1/3 THE DEPTH OF THE HOLE.

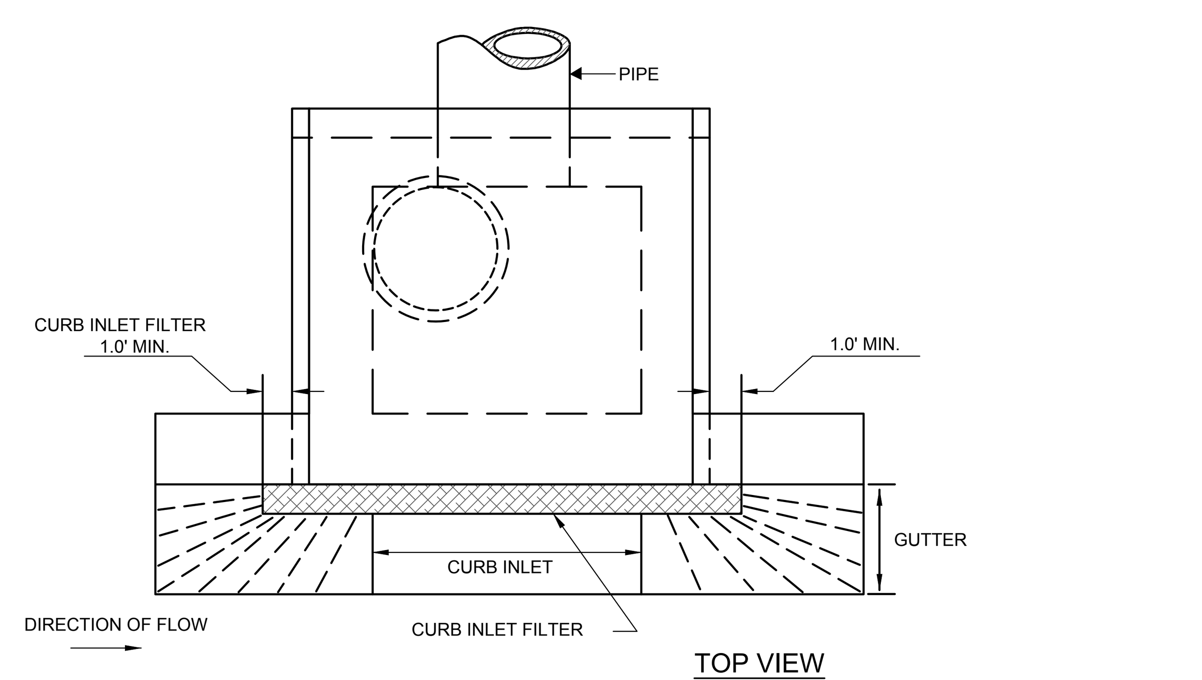
IF THE STONE FILTER BECOMES CLOGGED WITH SEDIMENT, THE STONES MUST BE PULLED AWAY FROM THE INLET AND CLEANED OR REPLACED. SINCE CLEANING OF GRAVEL AT A CONSTRUCTION SITE MAY BE DIFFICULT, AN ALTERNATIVE APPROACH WOULD BE TO USE THE CLOGGED STONE AS FILL AND PUT FRESH STONE AROUND THE INLET.

STORM DRAIN INLET PROTECTION STRUCTURES SHOULD BE REMOVED ONLY AFTER THE DISTURBED AREAS ARE PERMANENTLY STABILIZED. REMOVE ALL CONSTRUCTION MATERIAL AND SEDIMENT, AND DISPOSE OF THEM PROPERLY. GRADE THE DISTURBED AREA TO THE ELEVATION OF THE DROP INLET STRUCTURE CREST. STABILIZE ALL BARE AREAS IMMEDIATELY.

C

BLOCK AND GRAVEL DROP INLET PROTECTION (TYPE C)

NOT TO SCALE



MATERIALS:
ONLY USE SURFACE COURSE INLET FILTERS THAT HAVE A MINIMUM HEIGHT OR DIAMETER OF 9-INCHES AND HAVE A MINIMUM LENGTH THAT IS 2-FEET LONGER THAN THE LENGTH OF THE CURB OPENING. SURFACE COURSE INLET FILTERS ARE NOT DESIGNED TO COMPLETELY BLOCK THE INLET OPENING.

SURFACE COURSE INLET FILTERS ARE CONSTRUCTED WITH A SYNTHETIC MATERIAL THAT WILL ALLOW STORM WATER TO FREELY FLOW THROUGH WHILE TRAPPING SEDIMENT AND DEBRIS. THE GEOTEXTILE IS NON-BIODEGRADABLE AND RESISTANT TO DEGRADATION BY ULTRAVIOLET EXPOSURE AND RESISTANT TO CONTAMINANTS COMMONLY ENCOUNTERED IN STORM WATER. STRAW, STRAW FIBER, STRAW BALES, PINE NEEDLES AND LEAF MULCH ARE NOT PERMISSIBLE FILTER MATERIALS.

SURFACE COURSE INLET FILTERS HAVE AGGREGATE COMPARTMENTS FOR STONE, SAND OR OTHER WEIGHTED MATERIALS OR MECHANISMS TO HOLD THE UNIT IN PLACE.

USE FILTER FABRIC THAT IS CAPABLE OF REDUCING EFFLUENT SEDIMENT CONCENTRATIONS BY NO LESS THAN 80% UNDER TYPICAL SEDIMENT MIGRATION CONDITIONS.

APPLICABLE TYPE E INLET FILTERS MAY BE SELECTED FROM THE SCDOT APPROVED PRODUCTS LIST.

INSTALLATION:
SURFACE COURSE INLET FILTERS ARE APPLICABLE FOR ROAD CATCH BASIN AFTER THE ROAD SURFACE COURSE IS PLACED. PLACE SURFACE COURSE INLET FILTERS WHERE SEDIMENT MAY SPILL OVER SIDEWALKS AND CURBS.

INSTALL SURFACE COURSE INLET FILTERS IN FRONT OF CURB INLET OPENINGS. THE FILTER SHALL HAVE A MINIMUM HEIGHT OR DIAMETER OF 9-INCHES AND HAVE A MINIMUM LENGTH THAT IS 2-FEET LONGER THAN THE LENGTH OF THE CURB OPENING. THIS WILL ALLOW SUFFICIENT LENGTH TO COVER THE INLET WITH AT LEAST 1-FOOT OF CLEARANCE BEYOND THE INLET ON BOTH ENDS.

DO NOT COMPLETELY BLOCK THE INLET OPENING WITH SURFACE COURSE INLET FILTERS. INSTALL SURFACE COURSE INLET FILTERS IN A MANNER TO ALLOW OVERFLOWS TO ENTER THE CATCH BASIN.

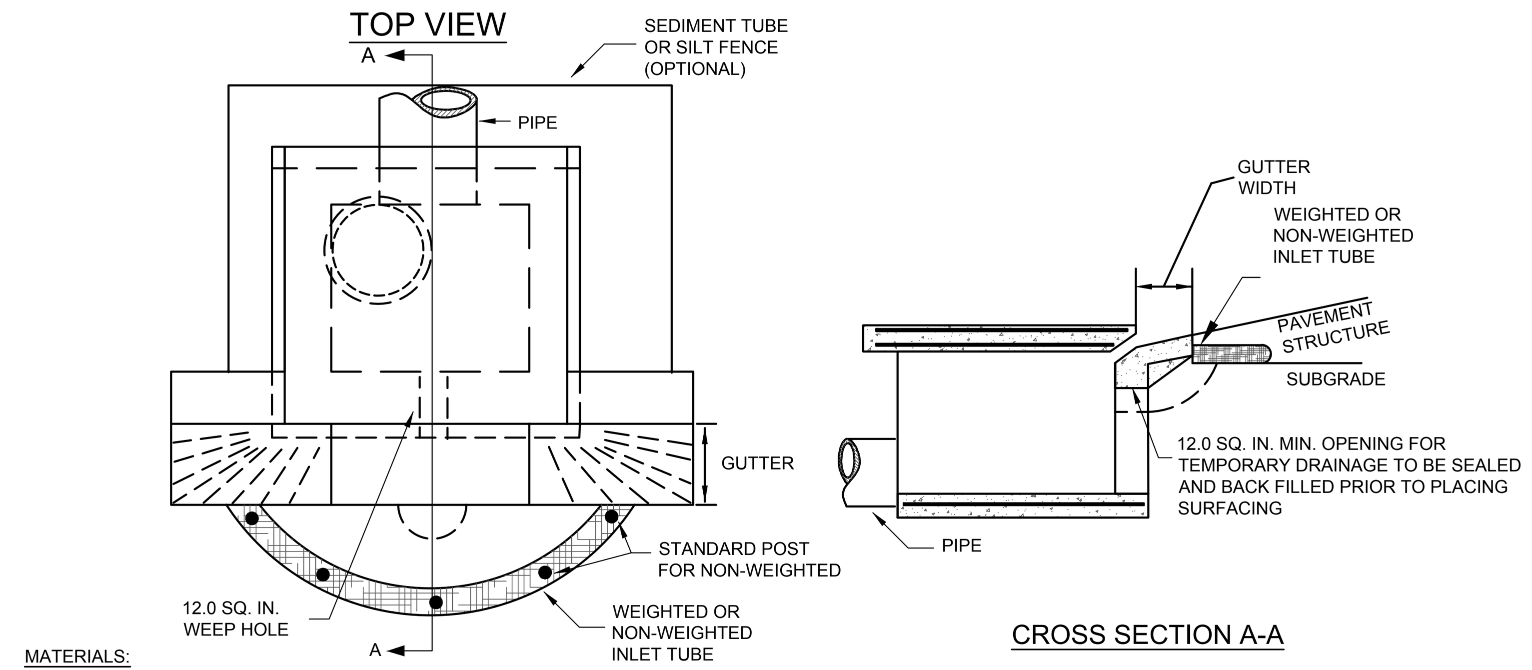
FILL THE AGGREGATE COMPARTMENT TO A LEVEL (AT LEAST 1/2 FULL) THAT WILL KEEP THE SURFACE COURSE INLET FILTER IN PLACE AND CREATE A SEAL BETWEEN THE SURFACE COURSE INLET FILTER AND THE ROAD SURFACE.

INSPECTION AND MAINTENANCE:
PONDING IS LIKELY IF SEDIMENT IS NOT REMOVED REGULARLY, THEREFORE ROUTINE MAINTENANCE MUST BE PROVIDED.
INSPECT SURFACE COURSE CURB INLET FILTERS ON A REGULAR BASIS AND IMMEDIATELY AFTER MAJOR RAIN EVENTS.
CLEAN THE SURFACE COURSE CURB INLET FILTER IF A VISUAL INSPECTION SHOWS SILT AND DEBRIS BUILD UP AROUND THE FILTER.

E

SURFACE COURSE CURB INLET FILTERS (TYPE E)

NOT TO SCALE



MATERIALS:

USE INLET TUBES THAT EXHIBIT THE FOLLOWING PROPERTIES:
PRODUCED BY A MANUFACTURER EXPERIENCED IN SEDIMENT TUBE MANUFACTURING.
COMPOSED OF COMPACTED GEOTEXTILES, CURLED EXCELSIOR WOOD, NATURAL COCONUT FIBERS OR HARDWOOD MULCH OR A MIX OF THESE MATERIALS ENCLOSED BY A FLEXIBLE NETTING MATERIAL. DO NOT USE STRAW, STRAW FIBER, STRAW BALES, PINE NEEDLES OR LEAF MULCH UNDER THIS SPECIFICATION. UTILIZE AN OUTER NETTING THAT CONSISTS OF SEAMLESS, HIGH-DENSITY POLYETHYLENE PHOTODEGRADABLE MATERIALS TREATED WITH ULTRAVIOLET STABILIZERS OR A SEAMLESS, HIGH-DENSITY POLYETHYLENE NON-DEGRADABLE MATERIALS. CURLED WOOD EXCELSIOR FIBER, OR NATURAL COCONUT FIBER ROLLED EROSION CONTROL PRODUCTS (RECP) ROLLED UP TO CREATE AN INLET TUBE DEVICES ARE NOT ALLOWED UNDER THIS SPECIFICATION.

WEIGHTED INLET TUBES:
WEIGHTED INLET TUBES ARE SEDIMENT TUBES CAPABLE OF STAYING IN PLACE WITHOUT EXTERNAL STABILIZATION MEASURES AND MAY HAVE A WEIGHTED INNER CORE OR OTHER WEIGHTED MECHANISM TO KEEP THEM IN PLACE.

MATERIALS:
APPLICABLE TYPE F WEIGHTED INLET TUBES MAY BE SELECTED FROM THE SCDOT APPROVED PRODUCTS LIST.

INSTALLATION:
INSTALL WEIGHTED INLET TUBES LYING FLAT ON THE GROUND, WITH NO GAPS BETWEEN THE UNDERLYING SURFACE AND THE INLET TUBE.
NEVER STACK WEIGHTED INLET TUBES ON TOP OF ONE ANOTHER.

DO NOT COMPLETELY BLOCK INLETS WITH WEIGHTED INLET TUBES.

INSTALL WEIGHTED INLET TUBES IN SUCH A MANNER THAT ALL OVERFLOW OR OVERTOPPING WATER HAS THE ABILITY TO ENTER THE INLET UNOBSTRUCTED.

TO AVOID POSSIBLE FLOODING, TWO OR THREE CONCRETE CINDER BLOCKS MAY BE PLACED BETWEEN THE WEIGHTED INLET TUBES AND THE INLET.

NON-WEIGHTED INLET TUBES
NON-WEIGHTED INLET TUBES ARE DEFINED AS SEDIMENT TUBES THAT REQUIRE STAKING OR OTHER STABILIZATION METHODS TO KEEP THEM SAFELY IN PLACE.

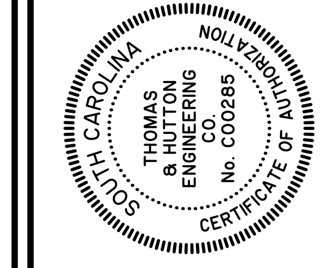
MATERIALS:
APPLICABLE TYPE F NON-WEIGHTED INLET TUBES MAY BE SELECTED FROM THE SCDOT APPROVED PRODUCTS LIST.

INSPECTION AND MAINTENANCE:
INLET TUBES MAY BE TEMPORARILY MOVED DURING CONSTRUCTION AS NEEDED.
REPLACE INLET TUBES DAMAGED DURING INSTALLATION AS DIRECTED BY THE ENGINEER OR MANUFACTURER'S REPRESENTATIVE AT THE CONTRACTOR'S EXPENSE.

F

TYPE F INLET TUBES

NOT TO SCALE



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NO.	REVISIONS	BY	DATE

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NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
SWPP - DETAILS

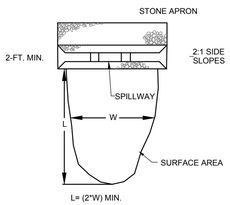
JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	########

EC5.1

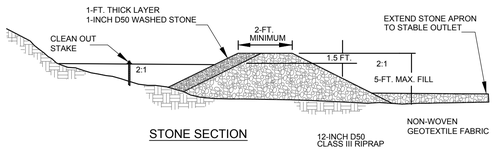
STORMWATER POLLUTION PREVENTION PLAN

SEDIMENT TRAP DIMENSIONS						
SEDIMENT TRAP	BOTTOM LENGTH (ft)	BOTTOM WIDTH (ft)	TOP LENGTH (ft)	TOP WIDTH (ft)	INSIDE SIDE SLOPES (XH:IV)	DEPTH (ft)
ST-I						

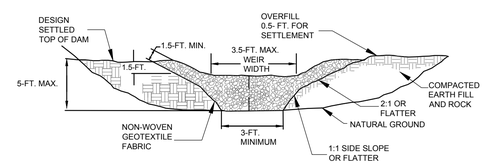
SEDIMENT TRAP ROCK OUTLET						
ROCK OUTLET	HEIGHT (ft)	BOTTOM WIDTH (ft)	INSIDE SIDE SLOPES (XH:IV)	TOP WEIR WIDTH (ft)	BOTTOM RIPRAP FLOW LENGTH (ft)	TOP RIPRAP FLOW LENGTH (ft)
ST-I						



PLAN VIEW



STONE SECTION



EMBANKMENT AND SPILLWAY ELEVATION

WHEN AND WHERE TO USE IT:
SEDIMENT TRAPS SHOULD NOT BE PLACED IN WATERS OF THE STATE OR USGS BLUE-LINE STREAMS.

INSTALLATION:
ROCK OUTLET STRUCTURE REQUIREMENTS:

THE MAXIMUM SEDIMENT TRAP HEIGHT SHALL BE 5-FEET.
THE MAXIMUM STONE HEIGHT OF THE OUTLET WEIR SHALL BE 3.5-FEET.
THE MINIMUM BOTTOM FLOW WIDTH OF THE STRUCTURE SHALL BE 3-FEET.
THE MINIMUM TOP FLOW LENGTH OF THE STRUCTURE SHALL BE 2-FEET.

THE MAIN BODY OF THE OUTLET STRUCTURE SHALL CONSIST OF 12-INCH D50 CLASS III RIPRAP. THE UPSTREAM FACE OF THE OUTLET STRUCTURE SHALL CONSIST OF A 1-FOOT THICK LAYER OF 1-INCH D50 WASHED STONE. THE MAXIMUM SIDE SLOPE OF THE ROCK STRUCTURE SHALL BE 2:1.

INSTALL A NON-WOVEN GEOTEXTILE FILTER FABRIC BEFORE INSTALLING THE STONE FOR THE OUTLET STRUCTURE. ALLOW THE STONE TO EXTEND DOWNSTREAM PAST THE TOE OF THE EMBANKMENT.

ALL INSIDE SEDIMENT TRAP SLOPES SHOULD BE 3:1 OR FLATTER.

MARK THE SEDIMENT CLEANOUT LEVEL OF TRAP WITH A STAKE IN THE FIELD. SEED AND MULCH ALL DISTURBED AREAS.

INSPECTION AND MAINTENANCE:
CONTRACTOR SHALL PROVIDE CONTINUAL MONITORING, REGULAR MAINTENANCE AND REGULAR SEDIMENT REMOVAL.

REMOVE SEDIMENT WHEN IT REACHES 50% OF STORAGE VOLUME OR REACHES THE TOP OF CLEANOUT STAKE.

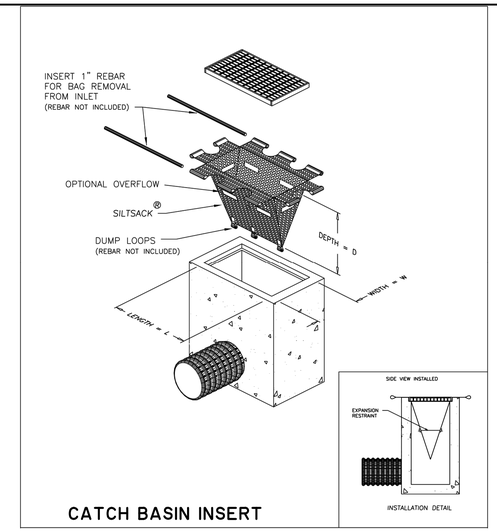
ALL TEMPORARY SEDIMENT TRAPS SHOULD BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER IT IS NO LONGER NEEDED.

TRAPPED SEDIMENT SHOULD BE REMOVED FROM, OR STABILIZED ON SITE.

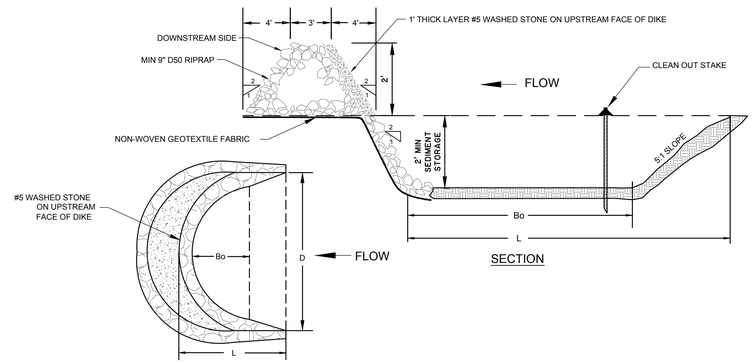
DISTURBED AREAS RESULTING FROM THE REMOVAL OF THE SEDIMENT TRAP SHOULD BE PERMANENTLY STABILIZED.

TEMPORARY SEDIMENT TRAP

NOT TO SCALE



CATCH BASIN INSERT



SECTION

D	L	Bo	PEAK FLOW (CFS)	TOTAL STORAGE VOL. (CU. FT.)	SEDIMENT STORAGE VOLUME (CU. FT.)
15'	17.5'	3.5'	24.1	838	250
20'	20.0'	6.0'	32.1	1263	406
25'	22.5'	8.5'	40.1	1766	601
30'	25.0'	11.0'	48.2	2348	836

TYPICAL ROCK DIKE PLAN DIMENSIONS

WHEN AND WHERE TO USE IT:
ROCK SEDIMENT DIKES ARE MOST EFFECTIVE IN AREAS WHERE SEDIMENT CONTROL IS NEEDED WITH MINIMAL DISTURBANCE. THEY CAN BE USED AS SEDIMENT CONTROL STRUCTURES FOR THE OUTFALLS OF DIVERSION SWALES, DIVERSION DIKES, IN LOW AREAS OR OTHER AREAS WHERE CONCENTRATED SEDIMENT LADEN FLOW IS EXPECTED. ROCK SEDIMENT DIKES SHOULD NOT BE PLACED IN WATERS OF THE STATE OR ANY OTHER STREAMS THAT HAVE A BASE FLOW. MAXIMUM 2 - ACRE DRAINAGE AREA TO DIKE.

INSTALLATION:
A NON-WOVEN GEOTEXTILE FABRIC SHALL BE INSTALLED OVER THE SOIL SURFACE WHERE THE ROCK SEDIMENT DIKE IS TO BE PLACED.

THE BODY OF THE ROCK SEDIMENT DIKE SHALL BE COMPOSED OF MINIMUM 9-INCH D50 RIPRAP.

THE UPSTREAM FACE OF THE ROCK SEDIMENT DIKE SHALL BE COMPOSED OF A 1-FOOT THICK LAYER OF 3/4-INCH TO 1-INCH D50 WASHED STONE PLACED AT A SLOPE OF 2H:1V.

ROCK SEDIMENT DIKES SHALL HAVE A MINIMUM TOP FLOW LENGTH OF 3-FEET (2-FOOT FLOW LENGTH THROUGH THE RIPRAP AND 1-FOOT FLOW LENGTH THROUGH THE WASHED STONE).

THE ROCK MUST BE PLACED BY HAND OR MECHANICAL PLACEMENT (NO DUMPING OF ROCK TO FORM THE SEDIMENT DIKE) TO ACHIEVE THE PROPER

DIMENSIONS.
A SEDIMENT SUMP SHALL BE LOCATED ON THE UPSTREAM SIDE OF THE STRUCTURE TO PROVIDE SEDIMENT STORAGE. THE UPSTREAM SIDE OF THE SEDIMENT SUMP SHALL HAVE A SLOPE OF 5H:1V TO INHIBIT EROSION OF THE SEDIMENT STORAGE AREA. THE MINIMUM DEPTH OF THE SEDIMENT SUMP SHALL BE 2-FEET. MARK THE SEDIMENT CLEANOUT LEVEL OF THE SEDIMENT DIKE WITH A STAKE IN THE FIELD.

SEED AND MULCH ALL DISTURBED AREAS.

INSPECTION AND MAINTENANCE:

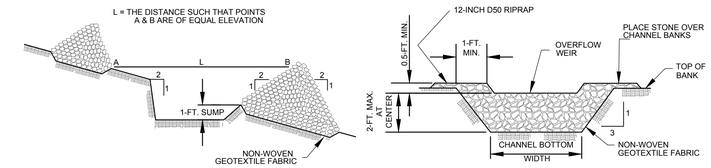
CONTRACTOR SHALL PROVIDE CONTINUAL MONITORING, REGULAR MAINTENANCE AND REGULAR SEDIMENT REMOVAL.

REMOVE SEDIMENT WHEN IT REACHES 50% OF THE SEDIMENT STORAGE VOLUME OR WHEN REACHES THE TOP OF CLEANOUT STAKE. REMOVED SEDIMENT FROM THE SUMP SHOULD BE REMOVED FROM, OR STABILIZED ON SITE.

ALL ROCK SEDIMENT DIKES SHOULD BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THEY ARE NO LONGER NEEDED. DISTURBED AREAS RESULTING FROM THE REMOVAL OF ROCK SEDIMENT DIKES SHOULD BE PERMANENTLY STABILIZED.

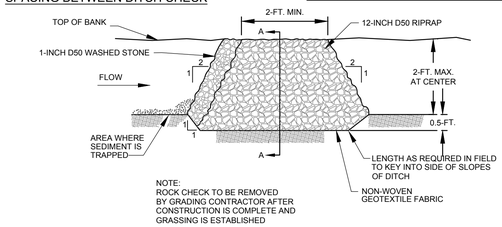
ROCK SEDIMENT DIKES

NOT TO SCALE



SPACING BETWEEN DITCH CHECK

CROSS SECTION A-A THRU STONE DITCH CHECK



TYPICAL DITCH CHECK SECTION

WHEN AND WHERE TO USE IT:
A ROCK DITCH CHECK SHOULD BE INSTALLED IN STEEPLY SLOPED SWALES, OR IN SWALES WHERE ADEQUATE VEGETATION CANNOT BE ESTABLISHED. ROCK DITCH CHECKS SHOULD BE USED ONLY IN SMALL OPEN CHANNELS. ROCK DITCH CHECKS SHOULD NOT BE PLACED IN WATERS OF THE COMMONWEALTH OR USGS BLUE-LINE STREAMS.

INSTALLATION:
A NON-WOVEN GEOTEXTILE FABRIC SHALL BE INSTALLED OVER THE SOIL SURFACE WHERE THE ROCK DITCH CHECK IS TO BE PLACED.

THE BODY OF THE ROCK DITCH CHECK SHALL BE COMPOSED OF 12-INCH D50 RIPRAP.

THE UPSTREAM FACE OF THE ROCK DITCH CHECK MAY BE COMPOSED OF 1-INCH D50 WASHED STONE.

ROCK DITCH CHECKS SHOULD NOT EXCEED A HEIGHT OF 2-FEET AT THE CENTERLINE OF THE CHANNEL.

ROCK DITCH CHECKS SHOULD HAVE A MINIMUM TOP FLOW LENGTH OF 2-FEET.

STONE SHOULD BE PLACED OVER THE CHANNEL BANKS TO PREVENT WATER FROM CUTTING AROUND THE DITCH CHECK.

THE ROCK MUST BE PLACED BY HAND OR MECHANICAL PLACEMENT (NO DUMPING OF ROCK TO FORM DAM) TO ACHIEVE COMPLETE COVERAGE OF THE DITCH OR SWALE AND TO ENSURE THAT THE CENTER OF THE CHECK IS LOWER THAN THE EDGES.

THE MAXIMUM SPACING BETWEEN THE DAMS SHOULD BE SUCH THAT THE TOE OF THE UPSTREAM CHECK IS AT THE SAME ELEVATION AS THE TOP OF THE DOWNSTREAM CHECK.

INSPECTION AND MAINTENANCE:

INSPECT FOR SEDIMENT AND DEBRIS ACCUMULATION. INSPECT DITCH CHECK EDGES FOR EROSION AND REPAIR PROMPTLY AS REQUIRED.

SEDIMENT SHOULD BE REMOVED WHEN IT REACHES 1/3 THE ORIGINAL CHECK HEIGHT.

IN THE CASE OF GRASS-LINED DITCHES AND SWALES, ROCK DITCH CHECKS SHOULD BE REMOVED WHEN THE GRASS HAS MATURED SUFFICIENTLY TO PROTECT THE DITCH OR SWALE UNLESS THE SLOPE OF THE SWALE IS GREATER THAN 4%.

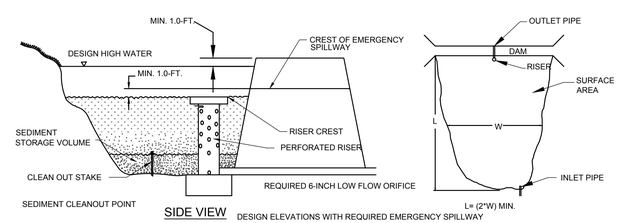
AFTER CONSTRUCTION IS COMPLETE, ALL STONE SHOULD BE REMOVED BY THE GRADING CONTRACTOR IF VEGETATION WILL BE USED FOR PERMANENT EROSION CONTROL MEASURES.

THE AREA BENEATH THE ROCK DITCH CHECKS SHOULD BE SEEDED AND MULCHED IMMEDIATELY AFTER ROCK CHECK DAM REMOVAL.

OR

ROCK DITCH CHECK

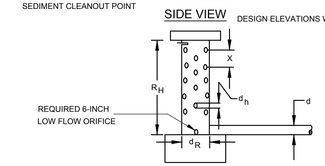
NOT TO SCALE



SIDE VIEW

DESIGN ELEVATIONS WITH REQUIRED EMERGENCY SPILLWAY

PLAN VIEW



R_H = RISER HEIGHT _____
d_R = RISER DIAMETER _____
d_h = ORIFICE DIAMETER _____
X = ORIFICE SPACING _____
d = OUTLET PIPE DIAMETER _____

RISER PIPE DETAIL

WHEN AND WHERE TO USE IT:
SEDIMENT BASINS SHALL NOT BE PLACED IN WATERS OF THE STATE OR USGS BLUE-LINE STREAMS.

INSPECTION AND MAINTENANCE:
CONTRACTOR SHALL PROVIDE CONTINUED MONITORING, REGULAR MAINTENANCE AND REGULAR SEDIMENT REMOVAL.

REMOVE SEDIMENT WHEN IT REACHES 50% OF STORAGE VOLUME OR THE TOP OF THE CLEANOUT STAKE.

ALL TEMPORARY SEDIMENT BASINS SHOULD BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER IT IS NO LONGER NEEDED AT NO ADDITIONAL COST.

TRAPPED SEDIMENT SHOULD BE REMOVED FROM, OR STABILIZED ON SITE.

DISTURBED AREAS RESULTING FROM THE REMOVAL OF THE SEDIMENT BASIN SHOULD BE PERMANENTLY STABILIZED.

SEDIMENT BASIN

NOT TO SCALE

SOUTH CAROLINA THOMAS & HUTTON ENGINEERING No. C00285 CERTIFICATE OF AUTHORITY

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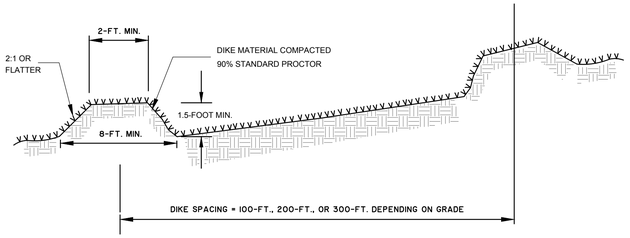
NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
SWPP - DETAILS

HILTON HEAD ISLAND, SOUTH CAROLINA

JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	########

EC5.2

STORMWATER POLLUTION PREVENTION PLAN



SECTION

INSTALLATION:
SLOPES SHALL BE STABILIZED IMMEDIATELY USING VEGETATION, SOD, AND EROSION CONTROL BLANKETS OR TURF REINFORCEMENT MATS TO PREVENT EROSION.

THE UPSLOPE SIDE OF THE DIKE SHOULD PROVIDE POSITIVE DRAINAGE SO NO EROSION OCCURS AT THE OUTLET. PROVIDE ENERGY DISSIPATION MEASURES AS NECESSARY. SEDIMENT-LADEN RUNOFF MUST BE RELEASED THROUGH A SEDIMENT TRAPPING FACILITY.

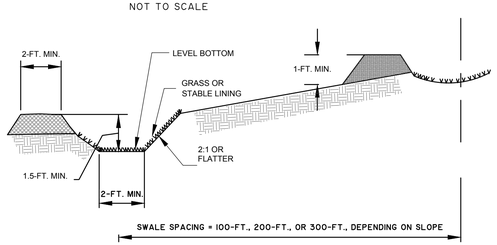
SEDIMENT-LADEN RUNOFF SHALL BE DIRECTED TO A SEDIMENT TRAPPING FACILITY.

MINIMIZE CONSTRUCTION TRAFFIC OVER DIVERSION DIKES AND BERMS.

INSPECTION AND MAINTENANCE:
DAMAGE CAUSED BY CONSTRUCTION TRAFFIC OR OTHER ACTIVITY MUST BE REPAIRED BEFORE THE END OF EACH WORKING DAY.

⟹DD⟹ DIVERSION DIKE OR BERM

NOT TO SCALE



SECTION

INSTALLATION:
THE BOTTOM WIDTH SHOULD BE A MINIMUM OF 2-FEET, AND THE BOTTOM SHOULD BE LEVEL.

THE DEPTH SHOULD BE A MINIMUM OF 1.5-FEET AND THE SIDE SLOPES SHOULD BE 2H:1V OR FLATTER.

THE MAXIMUM GRADE SHALL BE 5%, WITH POSITIVE DRAINAGE TO A SUITABLE OUTLET.

SLOPES SHALL BE STABILIZED IMMEDIATELY USING VEGETATION, SOD, AND EROSION CONTROL BLANKETS OR TURF REINFORCEMENT MATS TO PREVENT EROSION.

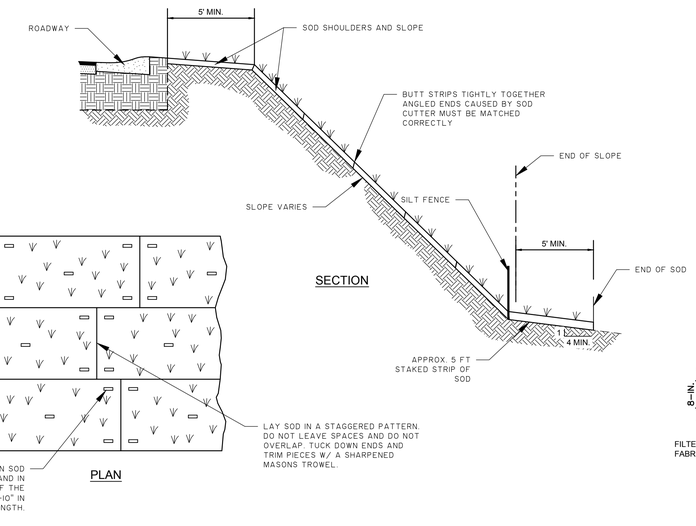
THE UPSLOPE SIDE OF THE SWALE SHOULD PROVIDE POSITIVE DRAINAGE SO NO EROSION OCCURS AT THE OUTLET. PROVIDE ENERGY DISSIPATION MEASURES AS NECESSARY.

SEDIMENT-LADEN RUNOFF SHALL BE DIRECTED TO A SEDIMENT TRAPPING FACILITY.

INSPECTION AND MAINTENANCE:
DAMAGE CAUSED BY CONSTRUCTION TRAFFIC OR OTHER ACTIVITY MUST BE REPAIRED BEFORE THE END OF EACH WORKING DAY.

⟹TD⟹ TEMPORARY DIVERSION DITCH OR SWALE

NOT TO SCALE



SECTION

PLAN

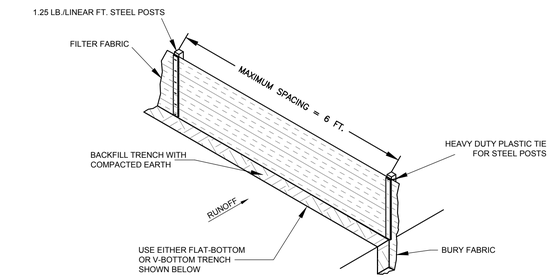
INSTALLATION AND MAINTENANCE OF SOD SHALL BE IN ACCORDANCE WITH "EROSION AND SEDIMENT CONTROL PRACTICES FOR DEVELOPING AREAS" BY THE SOUTH CAROLINA RESOURCES CONSERVATION COMMISSION.

THE FIRST ROW OF SOD SHOULD BE LAID IN A STRAIGHT LINE WITH SUBSEQUENT ROWS PLACED PARALLEL TO AND BUTTING TIGHTLY AGAINST EACH OTHER. JOINTS SHOULD BE STAGGERED TO PROMOTE MORE UNIFORM GROWTH AND STRENGTH AND TO REDUCE THE CHANCE OF WASHOUTS UNDERNEATH THE SOD. CARE SHOULD BE EXERCISED TO INSURE THAT SOD IS NOT STRETCHED OR OVERLAPPED AND THAT ALL JOINTS ARE BUTTED TIGHT IN ORDER TO PREVENT VOIDS WHICH WOULD CAUSE DRYING OF THE ROOTS. SMALL GAPS OR VOIDS REMAINING AFTER THE SOIL IS LAID SHOULD BE FILLED WITH TOPSOIL.

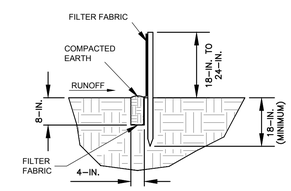
PROVIDE STRONGLY ROOTED ST AUGUSTINE SOD, NOT LESS THAN 2 YEARS OLD AND FREE OF WEEDS AND UNDESIRABLE NATIVE GRASSES. PROVIDE ONLY SOD CERTIFIED BY THE CROP PEST COMMISSION CAPABLE OF GROWTH WHEN PLANTED (VIABLE NOT DORMANT), AND IN STRIPS OF NOT MORE THAN 18 INCHES WIDE AND 72 INCHES LONG.

SLOPED SODDING DETAIL

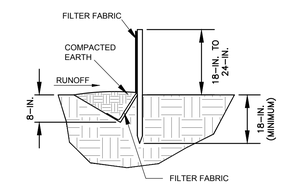
NOT TO SCALE



SILT FENCE INSTALLATION



FLAT-BOTTOM TRENCH DETAIL



V-SHAPED TRENCH DETAIL

WHEN AND WHERE TO USE IT:
SILT FENCE IS APPLICABLE IN AREAS:

WHERE THE MAXIMUM SHEET OR OVERLAND FLOW PATH LENGTH TO THE FENCE IS 100-FEET.
WHERE THE MAXIMUM SLOPE STEEPNESS (NORMAL [PERPENDICULAR] TO FENCE LINE) IS 2H:1V.
THAT DO NOT RECEIVE CONCENTRATED FLOWS GREATER THAN 0.5 CFS.

DO NOT PLACE SILT FENCE ACROSS CHANNELS OR USE IT AS A VELOCITY CONTROL BMP.

MATERIALS:
STEEL POSTS
USE 48-INCH LONG STEEL POSTS THAT MEET THE FOLLOWING MINIMUM PHYSICAL REQUIREMENTS:
COMPOSED OF HIGH STRENGTH STEEL WITH MINIMUM YIELD STRENGTH OF 50,000 PSI.
HAVE A STANDARD "T" SECTION WITH A NOMINAL FACE WIDTH OF 1.38-INCHES AND NOMINAL "T" LENGTH OF 1.48-INCHES.
WEIGH 1.25 POUNDS PER FOOT (± 8%).
HAVE A SOIL STABILIZATION PLATE WITH A MINIMUM CROSS SECTION AREA OF 17-SQUARE INCHES ATTACHED TO THE STEEL POSTS.
PAINTED WITH A WATER BASED BAKED ENAMEL PAINT.

USE STEEL POSTS WITH A MINIMUM LENGTH OF 4-FEET, WEIGHING 1.25 POUNDS PER LINEAR FOOT (± 8%) WITH PROJECTIONS TO AID IN FASTENING THE FABRIC. EXCEPT WHEN HEAVY CLAY SOILS ARE PRESENT ON SITE, STEEL POSTS WILL HAVE A METAL SOIL STABILIZATION PLATE WELDED NEAR THE BOTTOM SUCH THAT WHEN THE POST IS DRIVEN TO THE PROPER DEPTH, THE PLATE WILL BE BELOW THE GROUND LEVEL FOR ADDED STABILITY.
THE SOIL PLATES SHOULD HAVE THE FOLLOWING CHARACTERISTICS:
BE COMPOSED OF MINIMUM 15 GAUGE STEEL.
HAVE A MINIMUM CROSS SECTION AREA OF 17-SQUARE INCHES.

GEOTEXTILE FILTER FABRIC:
FILTER FABRIC IS:
COMPOSED OF FIBERS CONSISTING OF LONG CHAIN SYNTHETIC POLYMERS COMPOSED OF AT LEAST 85% BY WEIGHT OF POLYOLEFINS, POLYESTERS, OR POLYAMIDES.
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 DEFECTS OR FLAWS THAT SIGNIFICANTLY AFFECT ITS PHYSICAL AND/OR FILTERING PROPERTIES.
CUT TO A MINIMUM WIDTH OF 36 INCHES.

USE ONLY FABRIC APPEARING ON SCDOT APPROVAL SHEET #34 MEETING THE REQUIREMENTS OF THE MOST CURRENT EDITION OF THE SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

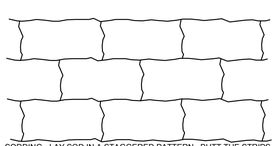
INSTALLATION:
EXCAVATE A TRENCH APPROXIMATELY 6-INCHES WIDE AND 6-INCHES DEEP WHEN PLACING FABRIC BY HAND. PLACE 12-INCHES OF GEOTEXTILE FABRIC INTO THE 6-INCH DEEP TRENCH, EXTENDING THE REMAINING 6-INCHES TOWARDS THE UPSLOPE SIDE OF THE TRENCH. BACKFILL THE TRENCH WITH SOIL OR GRAVEL AND COMPACT. BURY 12-INCHES OF FABRIC INTO THE GROUND WHEN PNEUMATICALLY INSTALLING SILT FENCE WITH A SLICING METHOD. PURCHASE FABRIC IN CONTINUOUS ROLLS AND CUT TO THE LENGTH OF THE BARRIER TO AVOID JOINTS. WHEN JOINTS ARE NECESSARY, WRAPPED THE FABRIC TOGETHER AT A SUPPORT POST WITH BOTH ENDS FASTENED TO THE POST, WITH A 6-INCH MINIMUM OVERLAP. INSTALL POSTS TO A MINIMUM DEPTH OF 24-INCHES. INSTALL POSTS A MINIMUM OF 1- TO 2- INCHES ABOVE THE FABRIC, WITH NO MORE THAN 3-FEET OF THE POST ABOVE THE GROUND. SPACE POSTS TO MAXIMUM 6-FEET CENTERS. ATTACH FABRIC TO WOOD POSTS USING STAPLES MADE OF HEAVY-DUTY WIRE AT LEAST 1-1/2-INCH LONG, SPACED A MAXIMUM OF 6-INCHES APART. STAPLE A 2-INCH WIDE LATHE OVER THE FILTER FABRIC TO SECURELY FASTEN IT TO THE UPSLOPE SIDE OF WOODEN POSTS. ATTACH FABRIC TO THE STEEL POSTS USING HEAVY-DUTY PLASTIC TIES THAT ARE EVENLY SPACED AND PLACED IN A MANNER TO PREVENT SAGGING OR TEARING OF THE FABRIC. IN CALL CASES, TIES SHOULD BE AFFIXED IN NO LESS THAN 4 PLACES. INSTALL THE FABRIC A MINIMUM OF 24-INCHES ABOVE THE GROUND. WHEN NECESSARY, THE HEIGHT OF THE FENCE ABOVE GROUND MAY BE GREATER THAN 24-INCHES. IN TIDAL AREAS, EXTRA SILT FENCE HEIGHT MAY BE REQUIRED. THE POST HEIGHT WILL BE TWICE THE EXPOSED POST HEIGHT. POST SPACING WILL REMAIN THE SAME AND EXTRA HEIGHT FABRIC WILL BE 4-, 5-, OR 6-FEET TALL. LOCATE SILT FENCE CHECKS EVERY 100 FEET MAXIMUM AND AT LOW POINTS. INSTALL THE FENCE PERPENDICULAR TO THE DIRECTION OF FLOW AND PLACE THE FENCE THE PROPER DISTANCE FROM THE TOE OF STEEP SLOPES TO PROVIDE SEDIMENT STORAGE AND ACCESS FOR MAINTENANCE AND CLEANOUT.

INSPECTION AND MAINTENANCE:
CHECK FOR SEDIMENT BUILDUP AND FENCE INTEGRITY. CHECK WHERE RUNOFF HAS ERODED A CHANNEL BENEATH THE FENCE, OR WHERE THE FENCE HAS SAGGED OR COLLAPSED BY FENCE OVERTOPPING. IF THE FENCE FABRIC TEARS, BEGINS TO DECOMPOSE, OR IN ANY WAY BECOMES INEFFECTIVE, REPLACE THE SECTION OF FENCE IMMEDIATELY. REMOVE SEDIMENT ACCUMULATED ALONG THE FENCE WHEN IT REACHES 1/3 THE HEIGHT OF THE FENCE, ESPECIALLY IF HEAVY RAINS ARE EXPECTED. REMOVE TRAPPED SEDIMENT FROM THE SITE OR STABILIZE IT ON SITE. REMOVE SILT FENCE WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED OR

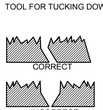
AFTER TEMPORARY BEST MANAGEMENT PRACTICES (BMPS) ARE NO LONGER NEEDED. PERMANENTLY STABILIZE DISTURBED AREAS RESULTING FROM FENCE REMOVAL.

SILT FENCE

NOT TO SCALE

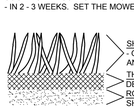


SODDING - LAY SOD IN A STAGGERED PATTERN. BUTT THE STRIPS TIGHTLY AGAINST EACH OTHER. DO NOT LEAVE SPACES AND DO NOT OVERLAP. A SHARPENED MASON'S TROWEL IS A HANDY TOOL FOR TUCKING DOWN THE ENDS AND TRIMMING PIECES.



BUTTING - ANGLED ENDS CAUSED BY THE AUTOMATIC SOD CUTTER MUST BE MATCHED CORRECTLY

ROLL SOD IMMEDIATELY TO ACHIEVE FIRM CONTACT WITH THE SOIL. WATER TO A DEPTH OF 4" AS NEEDED. WATER WELL AS SOON AS THE SOD IS LAID. MOW WHEN THE SOD IS ESTABLISHED - IN 2 - 3 WEEKS. SET THE MOWER HIGH (2"-3").



SHOOTS OR GRASS BLADES - GRASS SHOULD BE GREEN AND HEALTHY

THATCH - GRASS CLIPPINGS AND DEAD LEAVES, UP TO 1/2" THICK

ROOT ZONE - SOIL AND ROOTS SHOULD BE 1/2" TO 3/4" THICK, WITH DENSE ROOT MAT FOR STRENGTH

SO

SODDING

NOT TO SCALE

SPECIFICATIONS:
IF FEASIBLE, SOD SHOULD NOT BE LAID IN EXCESSIVELY WET OR DRY WEATHER.

DURING PERIODS OF HIGH TEMPERATURE, OR IF THE SOIL IS DRY, THE SOIL SHOULD BE LIGHTLY IRRIGATED IMMEDIATELY PRIOR TO LAYING THE SOD.

THE FIRST ROW OF SOD SHOULD BE LAID IN A STRAIGHT LINE WITH SUBSEQUENT ROWS PLACED PARALLEL TO AND BUTTING TIGHTLY AGAINST EACH OTHER. JOINTS SHOULD BE STAGGERED TO PROMOTE MORE UNIFORM GROWTH AND STRENGTH AND TO REDUCE THE CHANCE OF WASHOUTS UNDERNEATH THE SOD. CARE SHOULD BE EXERCISED TO INSURE THAT SOD IS NOT STRETCHED OR OVERLAPPED AND THAT ALL JOINTS ARE BUTTED TIGHT IN ORDER TO PREVENT VOIDS WHICH WOULD CAUSE DRYING OF THE ROOTS. SMALL GAPS OR VOIDS REMAINING AFTER THE SOIL IS LAID SHOULD BE FILLED WITH TOPSOIL.

PLACEMENT SHOULD BEGIN AT THE LOWER END OF SLOPES AND CHANNELS. ON SLOPES 3:1 OR GREATER, OR WHEREVER EROSION MAY BE A PROBLEM, SOD SHOULD BE SECURED BY PEGGING OR OTHER APPROVED METHODS. SOD SHOULD BE INSTALLED WITH THE LENGTH PERPENDICULAR TO THE SLOPE (ON THE CONTOUR).

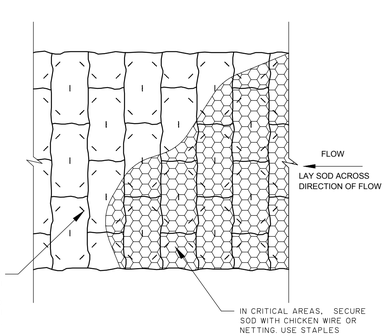
AS SODDING IS COMPLETED, SOD SHOULD BE ROLLED OR TAMPED TO PROVIDE FIRM CONTACT BETWEEN ROOTS AND SOIL.

AFTER ROLLING, SOD SHOULD BE IRRIGATED TO A DEPTH SUFFICIENT THAT THE UNDERSIDE OF THE SOD PAD AND THE SOIL 4" BELOW THE SOD IS THOROUGHLY WET.

ESTABLISHMENT AND MAINTENANCE OF SOD:
DURING THE FIRST 3 - 4 WEEKS WATERING SHOULD BE PERFORMED AS OFTEN AS NECESSARY TO MAINTAIN MOIST SOIL TO A DEPTH OF AT LEAST 2 INCHES.

THE FIRST MOWING SHOULD NOT BE ATTEMPTED UNTIL THE SOD IS FIRMLY ROOTED, USUALLY 2 - 3 WEEK. THE MOWER SHOULD BE SET HIGH (2 -3 INCHES) FOR THE FIRST MOWING. NO MORE THAN 1/3 OF THE SHOOT (GRASS LEAF) SHOULD BE REMOVED IN ANY MOWING.

FERTILIZER SHOULD BE APPLIED, AS NECESSARY, TO OBTAIN AND MAINTAIN THE DESIRED GROWTH AND DENSITY. LIME SHOULD BE ADDED, AS NEEDED, TO MAINTAIN PROPER pH. SOIL SHOULD BE TESTED EVERY 1 - 2 YEARS TO DETERMINE FERTILIZER AND LIME REQUIREMENTS.



STAKED SOD INSTALLATION

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NO.	REVISIONS	BY	DATE

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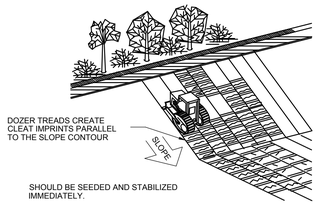
NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
SWPP - DETAILS

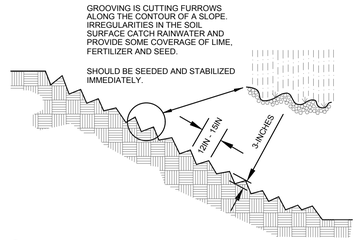
JOB NO:	J-24634.0010
DATE:	8/12/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	########

EC5.3

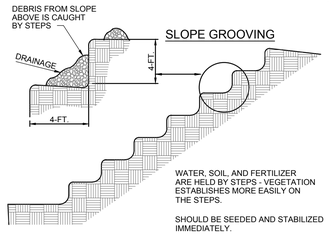
STORMWATER POLLUTION PREVENTION PLAN



TRACKING



SLOPE GROOVING

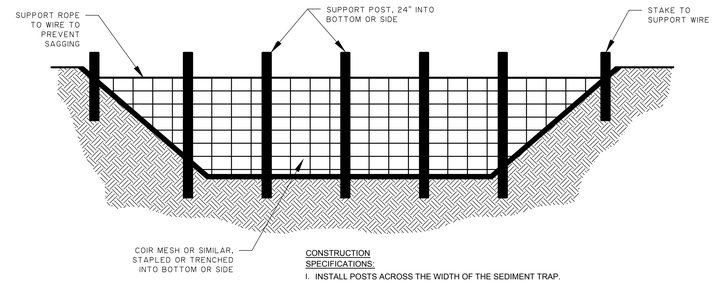


STAIR-STEP GRADING

OR LG

LAND GRADING TECHNIQUES

NOT TO SCALE

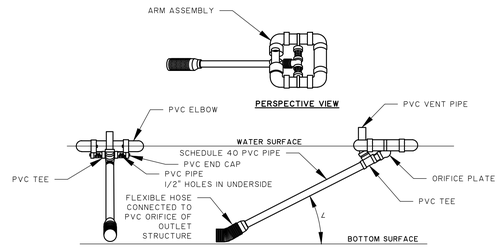


CONSTRUCTION SPECIFICATIONS:

1. INSTALL POSTS ACROSS THE WIDTH OF THE SEDIMENT TRAP.
2. STEEL POSTS SHOULD BE DRIVEN TO A DEPTH OF 24 INCHES, SPACED A MAXIMUM OF 4 FEET APART, AND INSTALLED UP THE SIDES OF THE BASIN AS WELL. THE TOP OF THE FABRIC SHOULD BE 6 INCHES HIGHER THAN THE INVERT OF THE SPILLWAY. TOPS OF BAFFLES SHOULD BE 2 INCHES LOWER THAN THE TOP OF THE BERMS.
3. INSTALL AT LEAST THREE ROWS OF BAFFLES BETWEEN THE INLET AND OUTLET DISCHARGE POINT.
4. WHEN USING POSTS, ADD A SUPPORT WIRE OR ROPE ACROSS THE TOP OF THE MEASURE TO PREVENT SAGGING.
5. WRAP POROUS MATERIAL, LIKE JUTE BACKED BY COIR MATERIAL, OVER THE TOP WIRE. THE FABRIC SHOULD HAVE FIVE TO TEN PERCENT OPENINGS IN THE WEAVE. ATTACH FABRIC TO A ROPE AND A SUPPORT STRUCTURE WITH ZIP TIES, WIRE, OR STAPLES.
6. THE BOTTOM SIDES OF THE FABRIC SHOULD BE ANCHORED IN A TRENCH OR PINNED WITH 8 INCH EROSION CONTROL MATTING STAPLES.
7. DO NOT SPLICE THE FABRIC, BUT USE A CONTINUOUS PIECE ACROSS THE BASIN.
8. AFTER THE CONTRIBUTING DRAINAGE AREA HAS BEEN PROPERLY STABILIZED, REMOVE ALL BAFFLE MATERIALS, AND UNSTABLE SEDIMENT DEPOSITS, BRING THE AREA TO GRADE, AND STABILIZE IT.

POROUS BAFFLE DETAIL

NOT TO SCALE



NOTES:
1. CONTRACTOR TO REMOVE SKIMMER UPON STABILIZATION OF THE CONTRIBUTING DRAINAGE AREA AND INSTALL PERMANENT PVC ORIFICE PER OUTLET STRUCTURE DETAILS.

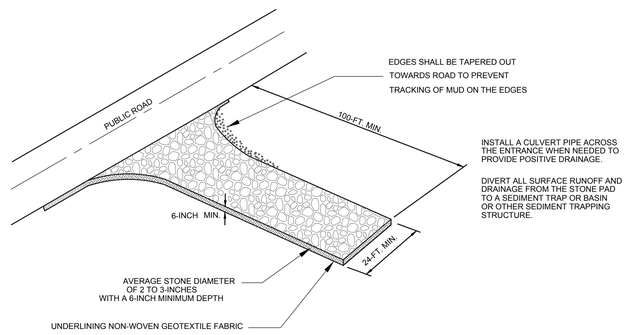
DESIGN CRITERIA

POND NUMBER	SKIMMER SIZE (IN)	ORIFICE RADIUS (IN)	ORIFICE DIA. (IN)	VOLUME (CF) *

*SKIMMER SIZE IS BASED ON THE VOLUME OF THE NEXT HIGHEST WEIR ELEVATION ABOVE NORMAL POOL WHICH IS GREATER THAN THE REQUIRED SEDIMENT BASIN VOLUME.

SKIMMER DETAIL

NOT TO SCALE



WHEN AND WHERE TO USE IT:
STABILIZED CONSTRUCTION ENTRANCES SHOULD BE USED AT ALL POINTS WHERE TRAFFIC WILL BE LEAVING A CONSTRUCTION SITE AND MOVING DIRECTLY ONTO A PUBLIC ROAD.

IMPORTANT CONSIDERATIONS:
IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFFSITE. WASHDOWN FACILITIES SHALL BE REQUIRED AS DIRECTED BY SCDHEC AS NEEDED. WASHDOWN AREAS IN GENERAL MUST BE ESTABLISHED WITH CRUSHED GRAVEL AND DRAIN INTO A SEDIMENT TRAP OR SEDIMENT BASIN.

CONSTRUCTION ENTRANCES SHOULD BE USED IN CONJUNCTION WITH THE STABILIZATION OF CONSTRUCTION ROADS TO REDUCE THE AMOUNT OF MUD PICKED UP BY VEHICLES.

INSTALLATION:
REMOVE ALL VEGETATION AND ANY OBJECTIONABLE MATERIAL FROM THE FOUNDATION AREA.

DIVERT ALL SURFACE RUNOFF AND DRAINAGE FROM STONES TO A SEDIMENT TRAP OR BASIN.

INSTALL A NON-WOVEN GEOTEXTILE FABRIC PRIOR TO PLACING ANY STONE.

INSTALL A CULVERT PIPE ACROSS THE ENTRANCE WHEN NEEDED TO PROVIDE POSITIVE DRAINAGE.

THE ENTRANCE SHALL CONSIST OF 1-INCH TO 3-INCH D50 STONE PLACED AT A MINIMUM DEPTH OF 6-INCHES.

MINIMUM DIMENSIONS OF THE ENTRANCE SHALL BE 24-FEET WIDE BY 100-FEET LONG, AND MAY BE MODIFIED AS NECESSARY TO ACCOMMODATE SITE CONSTRAINTS.

THE EDGES OF THE ENTRANCE SHALL BE TAPERED OUT TOWARDS THE ROAD TO PREVENT TRACKING OF MUD AT THE EDGE OF THE ENTRANCE.

INSPECTION AND MAINTENANCE:
CHECK FOR MUD AND SEDIMENT BUILDUP AND PAD INTEGRITY. MAKE DAILY INSPECTIONS DURING PERIODS OF WET WEATHER. MAINTENANCE IS REQUIRED MORE FREQUENTLY IN WET WEATHER CONDITIONS. RESHAPE THE STONE PAD AS NEEDED FOR DRAINAGE AND RUNOFF CONTROL.

WASH OR REPLACE STONES AS NEEDED. THE STONE IN THE ENTRANCE SHOULD BE WASHED OR REPLACED WHENEVER THE ENTRANCE FAILS TO REDUCE MUD BEING CARRIED OFF-SITE BY VEHICLES.

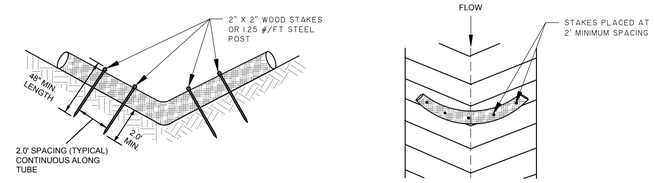
FREQUENT WASHING WILL EXTEND THE USEFUL LIFE OF STONE.

IMMEDIATELY REMOVE MUD AND SEDIMENT TRACKED OR WASHED ONTO PUBLIC ROADS BY BRUSHING OR SWEEPING. FLUSHING SHOULD ONLY BE USED WHEN THE WATER CAN BE DISCHARGED TO A SEDIMENT TRAP OR BASIN.

REPAIR ANY BROKEN PAVEMENT IMMEDIATELY.

STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



END VIEW OF DITCH

TOP VIEW OF DITCH

DESCRIPTION:
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 UNDER THIS SPECIFICATION.

WHEN AND WHERE TO USE IT:
INSTALL SEDIMENT TUBES ALONG CONTOURS, IN DRAINAGE CONVEYANCE SWALES, AND AROUND INLETS TO HELP REDUCE THE EFFECTS OF SOIL EROSION BY ENERGY DISSIPATION AND RETAIN SEDIMENT.

MATERIALS:
SEDIMENT TUBES FOR DITCH CHECKS AND TYPE A INLET STRUCTURE FILTERS EXHIBIT THE FOLLOWING PROPERTIES:
PRODUCED BY A MANUFACTURER EXPERIENCED IN SEDIMENT TUBE MANUFACTURING.
COMPOSED OF COMPACTED GEOTEXTILES, CURLED EXCELSIOR WOOD, NATURAL COCONUT FIBERS, HARDWOOD MULCH OR A MIX OF THESE MATERIALS
ENCLOSED BY A FLEXIBLE NETTING MATERIAL.
STRAW, STRAW FIBER, STRAW BALES, PINE NEEDLES AND LEAF MULCH ARE NOT ALLOWED UNDER THIS SPECIFICATION.
UTILIZES OUTER NETTING THAT CONSISTS OF SEAMLESS, HIGH-DENSITY POLYETHYLENE PHOTODEGRADABLE MATERIALS TREATED WITH ULTRAVIOLET STABILIZERS OR A SEAMLESS, HIGH-DENSITY POLYETHYLENE NON-DEGRADABLE MATERIALS. DIAMETER RANGING FROM 18-INCHES TO 24-INCHES.
CURLED EXCELSIOR WOOD, OR NATURAL COCONUT ROLLED EROSION CONTROL PRODUCTS (RECPS) THAT ARE ROLLED UP TO CREATE A SEDIMENT TUBE ARE NOT ALLOWED UNDER THIS SPECIFICATION.

INSTALLATION:
INSTALL OVER BARE SOIL, MULCHED AREAS OR EROSION CONTROL BLANKETS.
BE COMPOSED OF GEOTEXTILES, CURLED EXCELSIOR WOOD, NATURAL COCONUT FIBER OR HARDWOOD MULCH ENCLOSED BY A FLEXIBLE NETTING MATERIAL.
STRAW, STRAW FIBER, STRAW BALES, PINE NEEDLES AND LEAF MULCH ARE NOT ALLOWED.

THE MINIMUM DIAMETER SHOULD BE 18 INCHES.
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) A MINIMUM OF 48-INCHES IN LENGTH PLACED ON 2-FOOT CENTERS.

STAKES SHOULD BE INTERTWINED WITH THE OUTER MESH ON THE DOWNSTREAM SIDE AND DRIVEN IN THE GROUND TO A MINIMUM DEPTH OF 1.5 FEET LEAVING LESS THAN 1 FOOT OF STAKE EXPOSED ABOVE THE SEDIMENT TUBE. ALWAYS REFER TO THE MANUFACTURER'S RECOMMENDATIONS FOR THE STAKING DETAIL. INSTALL ALL SEDIMENT TUBES INSURING THAT NO GAPS EXIST BETWEEN THE SOIL AND THE BOTTOM OF THE SEDIMENT TUBE.
THE ENDS OF ADJACENT SEDIMENT TUBES SHOULD BE LAPPED 6-INCH TO PREVENT FLOW AND SEDIMENT FROM PASSING THROUGH THE FIELD JOINT.
IN NO SITUATIONS SHOULD SEDIMENT TUBES BE STACKED ON TOP OF ONE ANOTHER.

CONSTRUCT A TRENCH THAT IS 20% OF THE TUBE DIAMETER TO INSTALL THE TUBE IN.
AVOID DAMAGE TO SEDIMENT TUBES WHILE INSTALLING THEM. IF THE SEDIMENT TUBE BECOMES DAMAGED DURING INSTALLATION, A STAKE SHOULD BE PLACED ON BOTH SIDES OF THE DAMAGED AREA TERMINATING THE TUBE SEGMENT AND A NEW TUBE SEGMENT SHOULD BE INSTALLED.
SHOULD BE INSTALLED IN SWALES OR DRAINAGE DITCHES PERPENDICULAR TO THE FLOW OF WATER. SEDIMENT TUBES SHOULD CONTINUE UP THE SIDE SLOPES A MINIMUM OF 1 FOOT ABOVE THE DESIGN FLOW DEPTH. SEDIMENT TUBES SHOULD BE SPACED ACCORDING TO THE FOLLOWING TABLE.

SEDIMENT TUBE SPACING

SLOPE	MAXIMUM 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

SEDIMENT TUBE LENGTH SELECTED SHOULD MINIMIZE THE NUMBER OF SEDIMENT TUBES NEEDED TO SPAN THE WIDTH OF THE DRAINAGE CONVEYANCE.
IF THE DITCH CHECK LENGTH (PERPENDICULAR TO THE WATER FLOW) IS 15 FEET, THEN ONE 15 FOOT SEDIMENT TUBE IS PREFERRED COMPARED TO TWO OVERLAPPING 10 FOOT SEDIMENT TUBES.

SEDIMENT TUBES FOR DITCH CHECKS SHOULD REMAIN IN PLACE UNTIL FULLY ESTABLISHED VEGETATION AND ROOT SYSTEMS HAVE COMPLETELY DEVELOPED AND CAN SURVIVE ON THEIR OWN.

INSPECTION AND MAINTENANCE:
LARGE DEBRIS, TRASH, AND LEAVES SHOULD BE REMOVED.

IF EROSION CAUSES THE EDGES TO FALL TO A HEIGHT EQUAL TO OR BELOW THE HEIGHT OF THE CENTER, REPAIRS SHOULD BE MADE IMMEDIATELY.

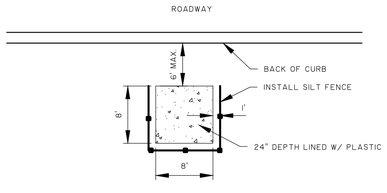
REMOVE ACCUMULATED SEDIMENT FROM THE UPSTREAM SIDE OF THE SEDIMENT TUBE WHEN THE SEDIMENT HAS REACHED A HEIGHT OF APPROXIMATELY ONE-THIRD OF THE EXPOSED HEIGHT OF THE TUBE (MEASURED AT THE CENTER).

ACCUMULATED SEDIMENT SHOULD BE REMOVED PRIOR TO REMOVING SEDIMENT TUBES.

SEDIMENT TUBE REMOVAL SHOULD BE COMPLETED ONLY AFTER THE CONTRIBUTING DRAINAGE AREA HAS BEEN COMPLETELY STABILIZED. PERMANENT VEGETATION SHOULD REPLACE AREAS FROM WHICH GRAVEL, STONE, SEDIMENT TUBES, OR OTHER MATERIALS HAVE BEEN REMOVED.

SEDIMENT TUBES

NOT TO SCALE



CONCRETE WASHOUT DETAIL

NOT TO SCALE

SOUTH CAROLINA THOMAS & HUTTON ENGINEERING CO. No. C00285 CERTIFICATE OF AUTHORIZATION

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NASSAU STREET - PROJECT "A"
HILTON HEAD ISLAND, SOUTH CAROLINA
2017 COLIGNY ROADWAY PROJECTS
SWPP - DETAILS

JOB NO:	J-24634.0010
DATE:	8/22/16
DRAWN:	JBJ
DESIGNED:	JRS
REVIEWED:	SKM
APPROVED:	SKM
SCALE:	########

EC5.4