Construction Plans For

ZONING CERTIFICATION hereby certify that, to the best of my knowledge, these plans comply with all applicable zoning ordinances d that plans have been submitted to appropriate authority for their review and/or app **FLOOD HAZARD INFORMATION & FLOOD LOADS** FLOOD HAZARD AREA Flood Map Information: Flood Zone: X Community Number: Is the Project Site in a 100-Year Floodplair Base Flood Elevation (NGVD or FIRM) N/A Design Flood Elevation (IBC 1612.3 and ASCE 24) N/A **EROSION AND SEDIMENT REDUCTION/STORMWATER** MANAGEMENT Designer's Certification: "I hereby certify that the measures in this plan are designed to control erosion, retain sediment on the site, and manage stormwater in a manner that neither any on-site nor off-site damage or problem is caused or increased, that all structural measures are designed to the minimum standards for health and safety, and that all the provisions of the plan are in compliance with the Regulations contained in Chapter 72, Article 2, SC Code of Regulations/(Erosion and Sediment Reduction and Stormwater Management Regulations" Mal Tu 03/21/2025 Engineer C100 C200 CHAU C201 C202 C203 -C204 Chao & Associates, Inc. C206 C207 Civil - Structural - Survey C208 7 Clusters Court C209 Columbia, SC 29210 C200A -C201A -Voice: (803) 772-8420 C202A -Fax: (803) 772-9120 C203A -Email: consult@chaoinc.com C204A -C206A -C207A -C208A -CHAO & ASSOCIATES No. C00357 C209A -C300 C301

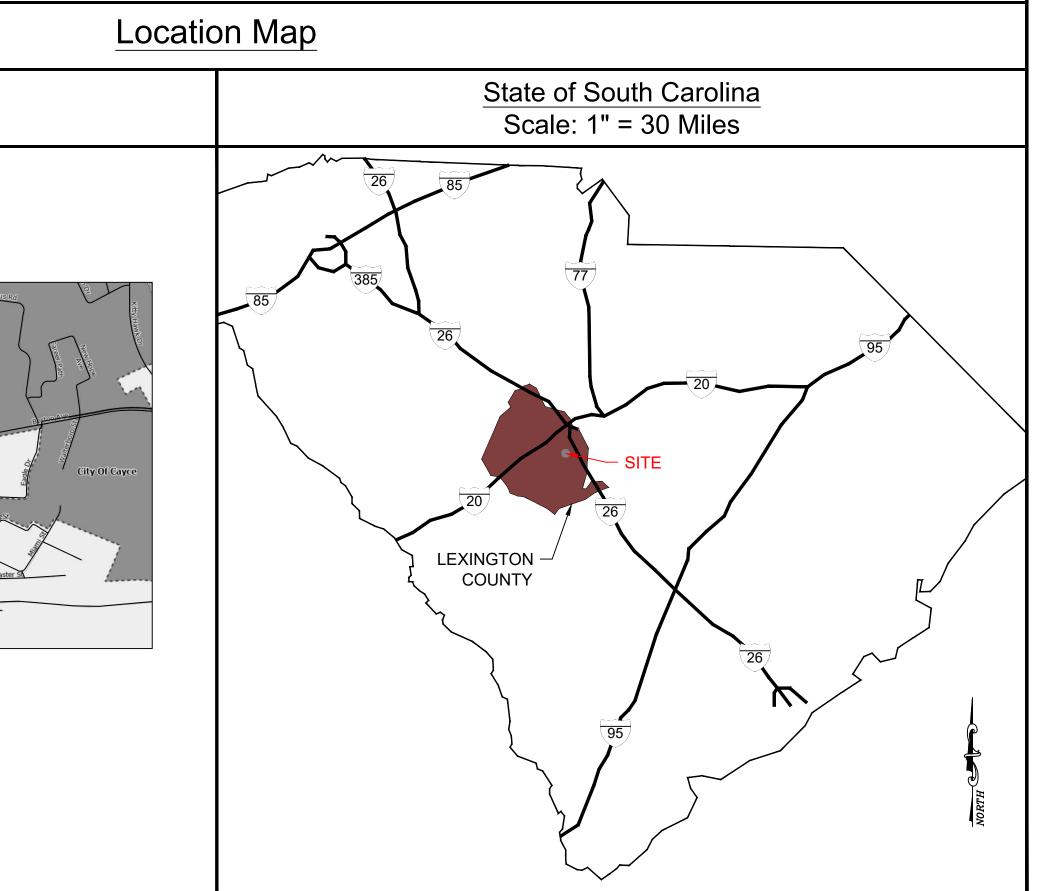
Please note that all work must be completed within 90 days of the Date of Commencement in the Notice to Proceed.

Tel: (803) 822-6757

Midlands Technical College - Airport Campus **Deferred Maintenance -Parking Lot and Road Repairs** State Project No: H59-6202-PD **Contact: Tommy Wise Email: franklintwise@midlandstech.edu Prepared by:** Chao & Associates, Inc. **Consulting Engineers TECHNICAL COLLEGE**

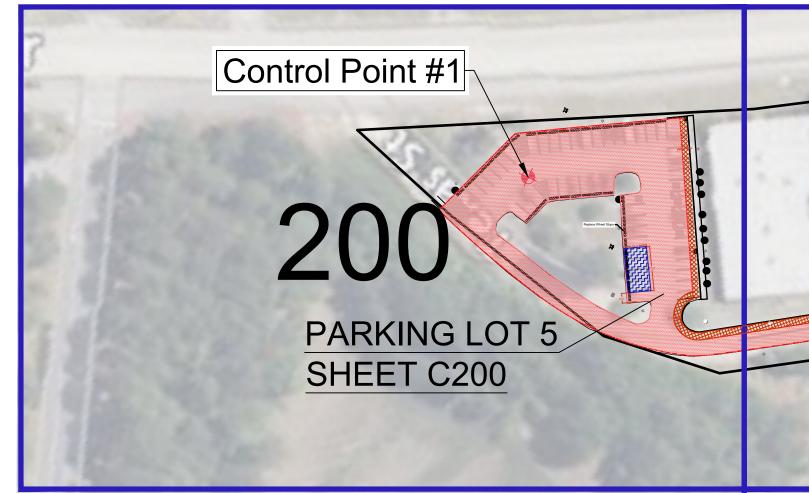
C & A #: 398545-24

Drawing Index	
Overall Repair Plan Existing Cond & Repair Plan	County of Lexington Scale: Not to Scale
Existing Cond. & Repair Plan Existing Cond. & Repair Plan Striping Plan Striping Plan	Scale: Not to Scale
Striping Plan Striping Plan	Aviation Way Airport Blvd
Striping Plan Striping Plan Striping Plan Striping Plan Construction Details Construction Details	Location Map Not to Scale



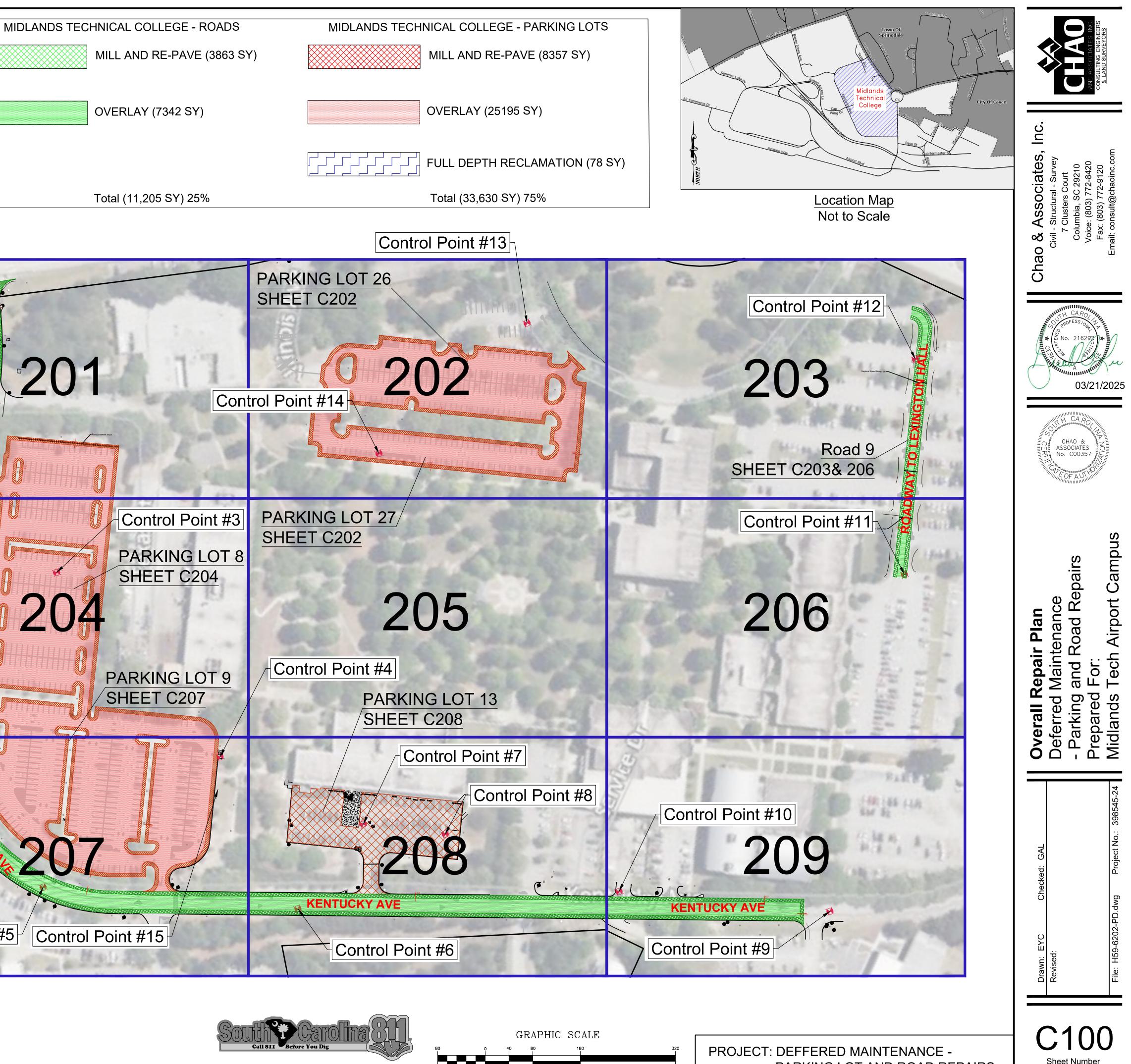


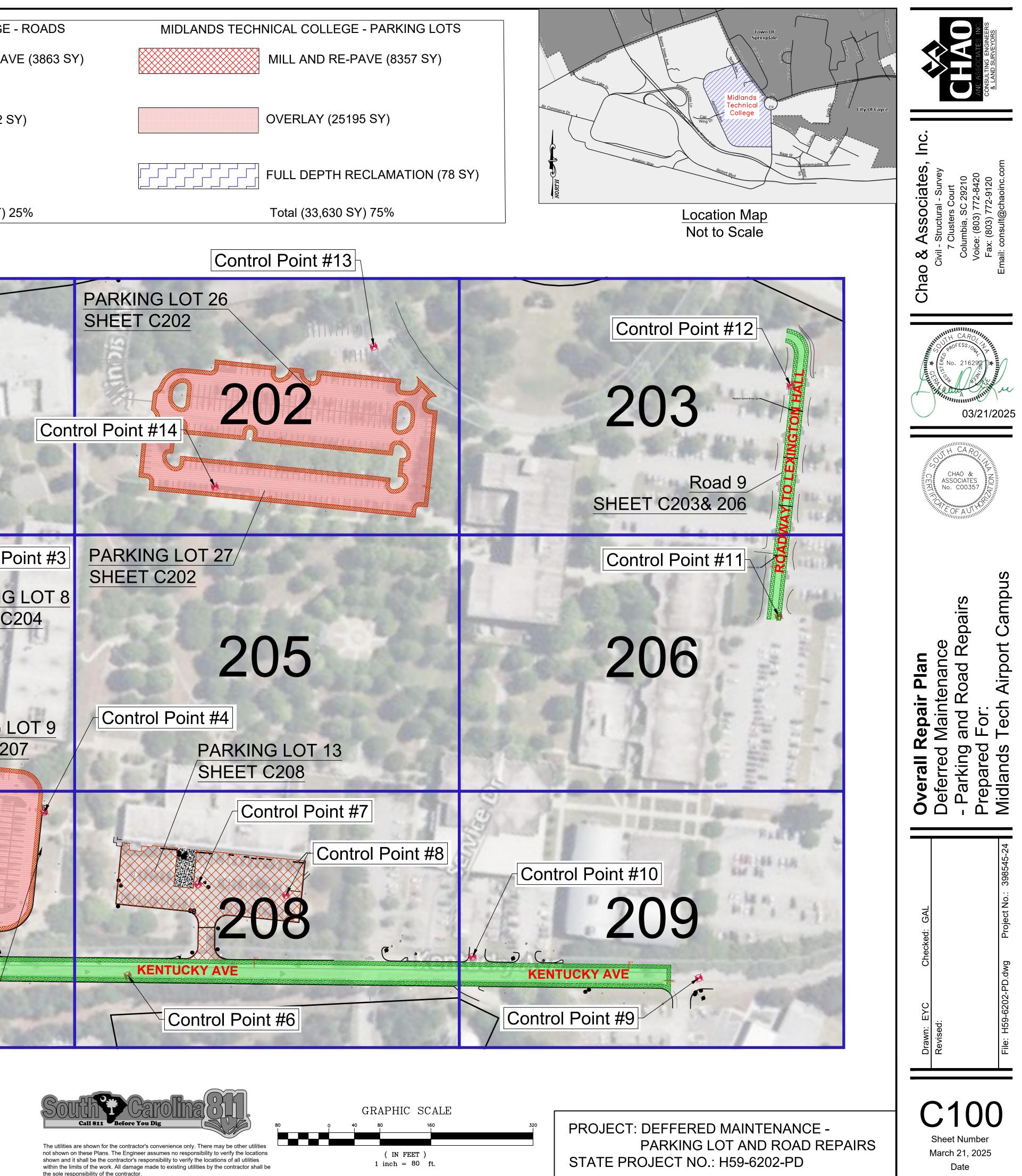
Control Point #5

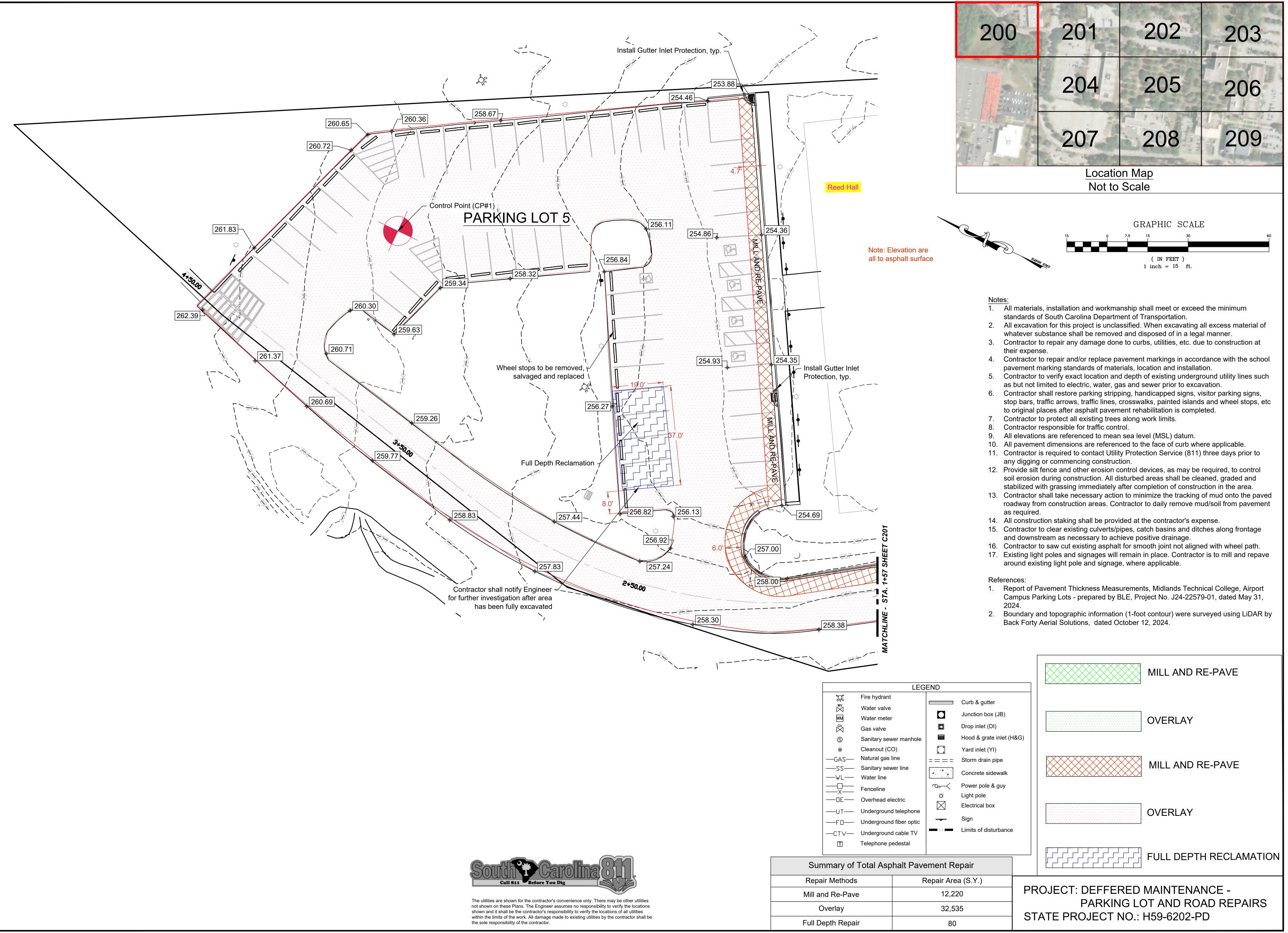


Road 3 SHEET C201& 204& 207& 208& 209

	F	Point Table		
Point #	Raw Description	Elevation	Northing	Easting
57	CP#1	259.73	771364.00	1964484.38
68	CP#2	248.80	771082.39	1964707.60
58	CP#3	258.04	770783.99	1964332.95
59	CP#4	258.72	770402.96	1964169.89
60	CP#5	274.45	770578.50	1963844.41
61	CP#6	250.44	770175.28	1963994.48
64	CP#7	240.46	770136.70	1964170.36
65	CP#8	240.52	770004.95	1964213.94
66	CP#9	222.46	769364.23	1964372.59
62	CP#10	225.95	769699.27	1964251.38
67	CP#11	223.00	769492.92	1964938.63
63	CP#12	218.89	769630.75	1965274.20
69	CP#13	230.41	770247.31	1965050.21
70	CP#14	240.09	770378.95	1964745.37
71	CP#15	259.99	770382.23	1964119.13





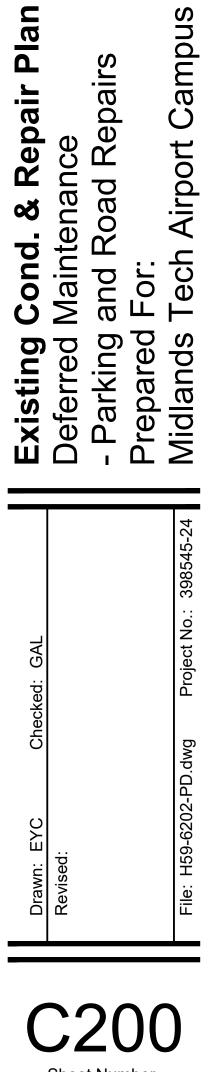




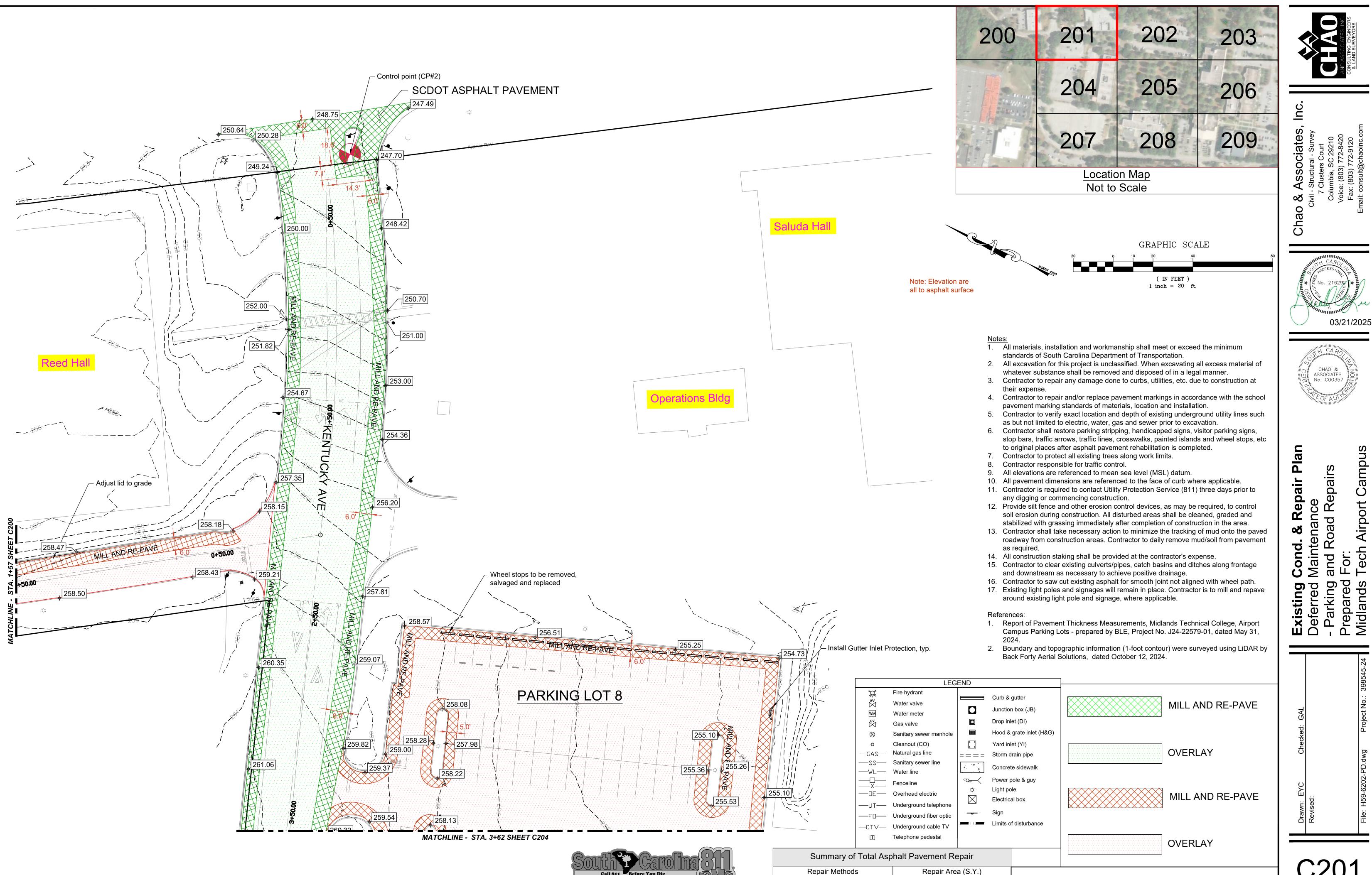
ate As Š S 0 Ch







	MILL AND RE-PAVE		
Curb & gutter Junction box (JB) Drop inlet (DI) Hood & grate inlet (I Yard inlet (YI) Storm drain pipe Concrete sidewalk Power pole & guy Light pole	I&G)	EYC Checked: GAL	
 Electrical box Sign Limits of disturbance 	OVERLAY	Drawn:	Revised:
nt Repair	FULL DEPTH RECLAMATION		
Area (S.Y.) 12,220 32,535 80	PROJECT: DEFFERED MAINTENANCE - PARKING LOT AND ROAD REPAIRS STATE PROJECT NO.: H59-6202-PD	S	Sheet Number larch 21, 2025 Date



The utilities are shown for the contractor's convenience only. There may be other utilities not shown on these Plans. The Engineer assumes no responsibility to verify the locations

shown and it shall be the contractor's responsibility to verify the locations of all utilities within the limits of the work. All damage made to existing utilities by the contractor shall be

the sole responsibility of the contractor.

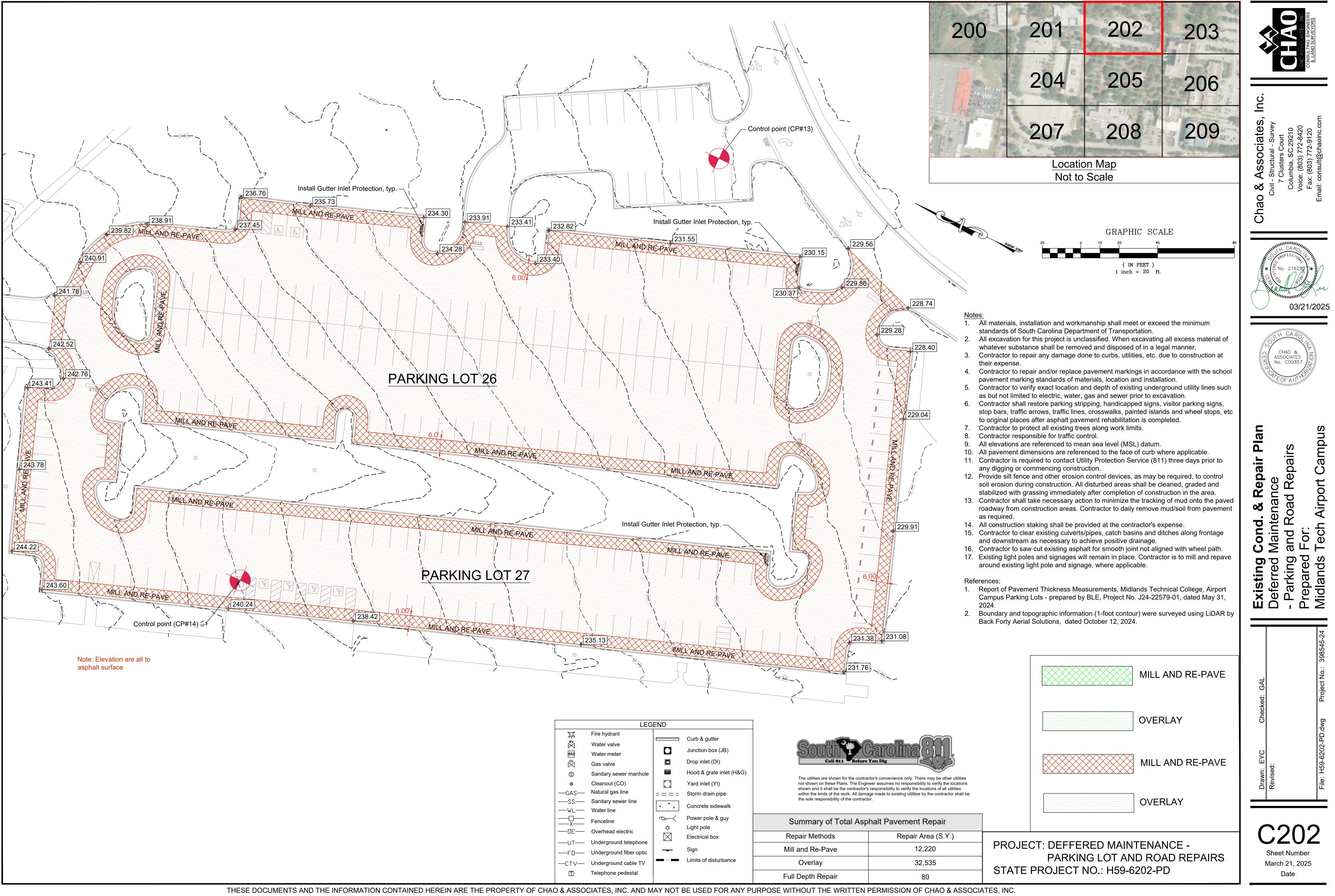
Mill and Re-Pave

Overlay

Full Depth Repair

FG	END]	
		Curb & Junctior Drop inl	ן box (JB)		MILL AND RE-PAVE
ole		Yard inl Storm d	grate inlet (H&G) et (YI) Irain pipe re sidewalk		OVERLAY
ne tic V	* *	Light po Electrica Sign			MILL AND RE-PAVE
_	epair				OVERLAY
2,535			CT: DEFFERED MAIN PARKING LOT AN PROJECT NO.: H59-0	ND ROAD REPAIRS	

Sheet Number March 21, 2025 Date



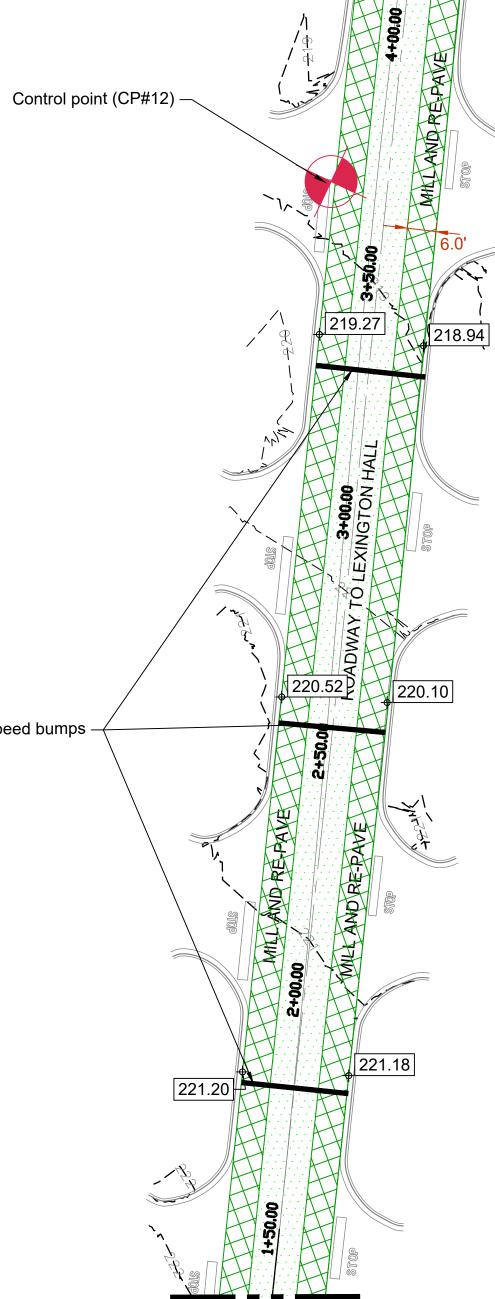
Remove, salvage and replace speed bumps



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Note: Elevation are all to asphalt surface



217.24

4+60.58+50.00

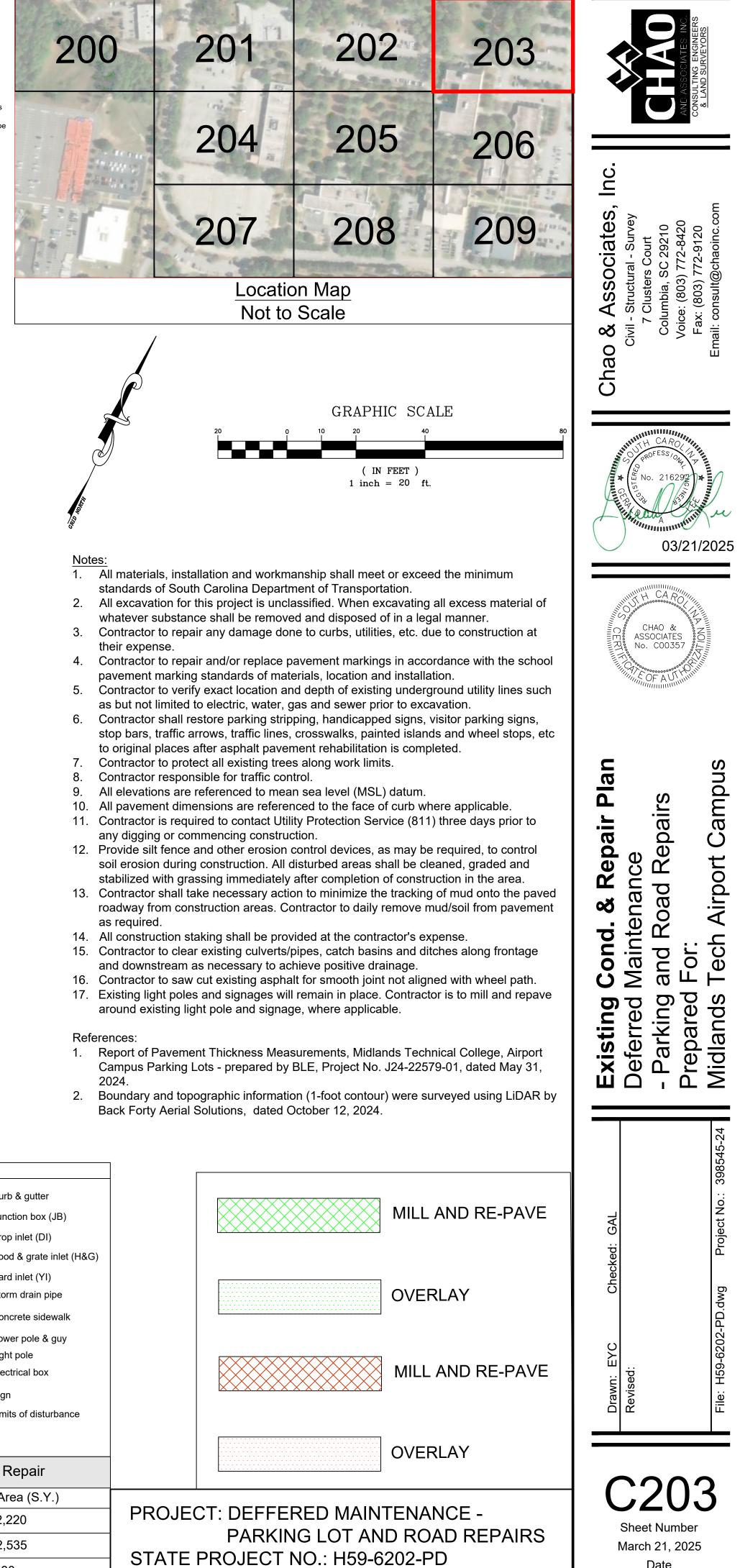
217.75

218.25

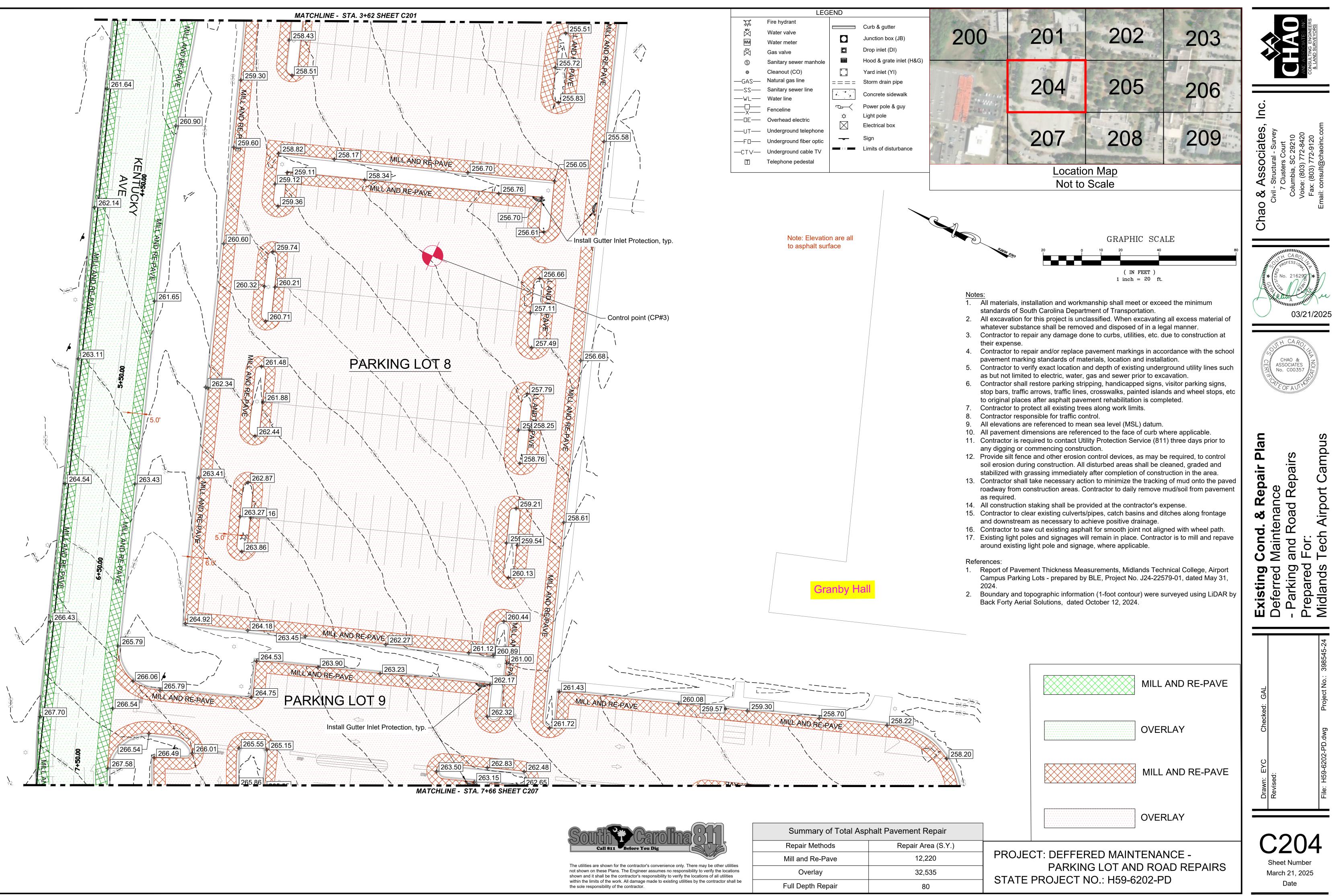
MATCHLINE - STA. 1+34 SHEET C206

	LEGEND		
ж,	Fire hydrant		Curb & gutter
₩¥	Water valve		-
WM	Water meter	D	Junction box (
GV	Gas valve		Drop inlet (DI)
S	Sanitary sewer manhole		Hood & grate i
ø	Cleanout (CO)	0 0 0 0	Yard inlet (YI)
GAS	Natural gas line	====	Storm drain pi
22	Sanitary sewer line		Concrete side
WL	Water line	A	
	Fenceline	° ∽ ≺	Power pole &
DE	Overhead electric	¢ N	Light pole
UT	Underground telephone		Electrical box
FD	Underground fiber optic		Sign
-CTV-	Underground cable TV		Limits of distur
	Telephone pedestal		
Summary of Total Asphalt Pavement Repair			

Summary of Total Asp	
Repair Methods	Repair Area
Mill and Re-Pave	12,220
Overlay	32,535
Full Depth Repair	80

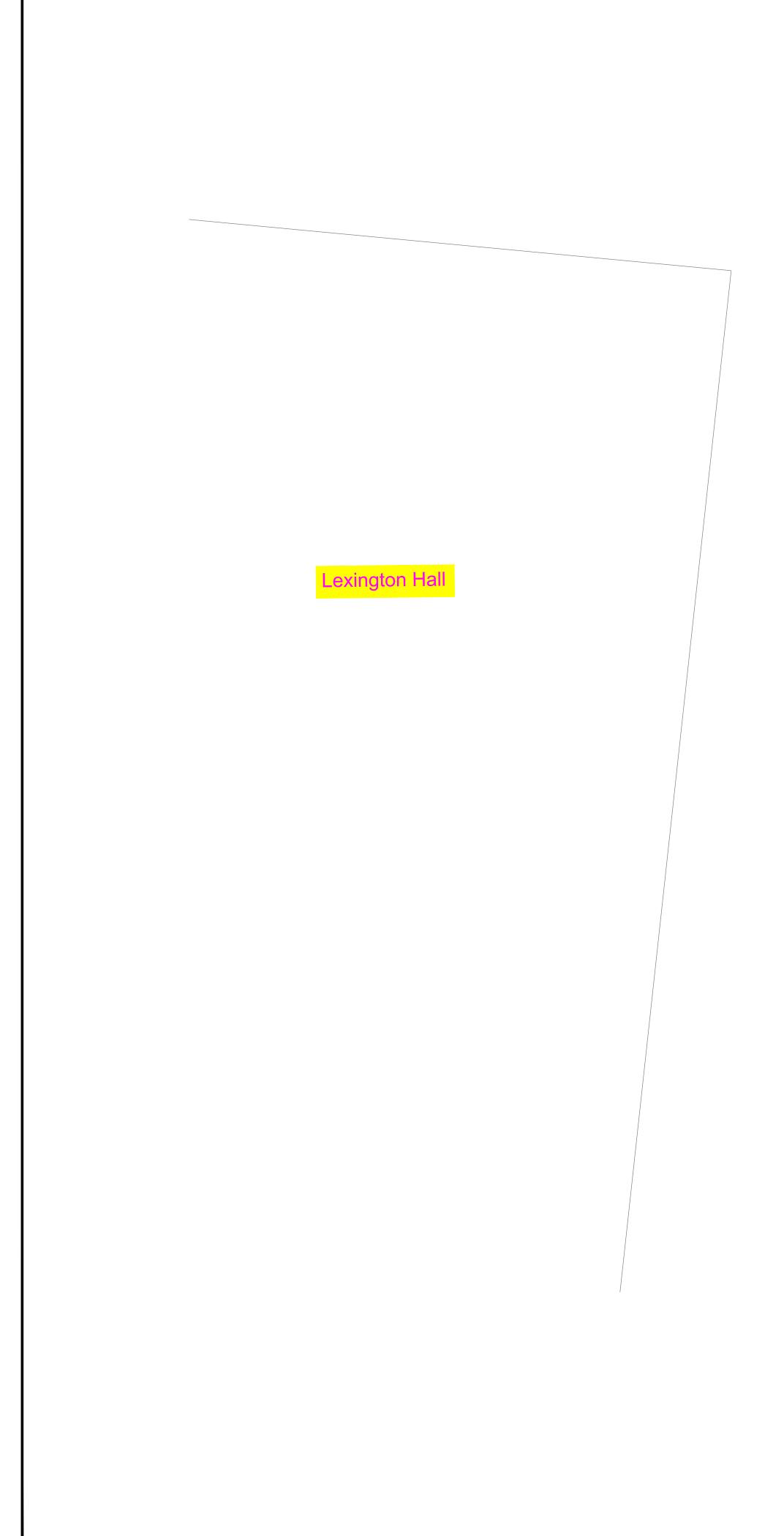


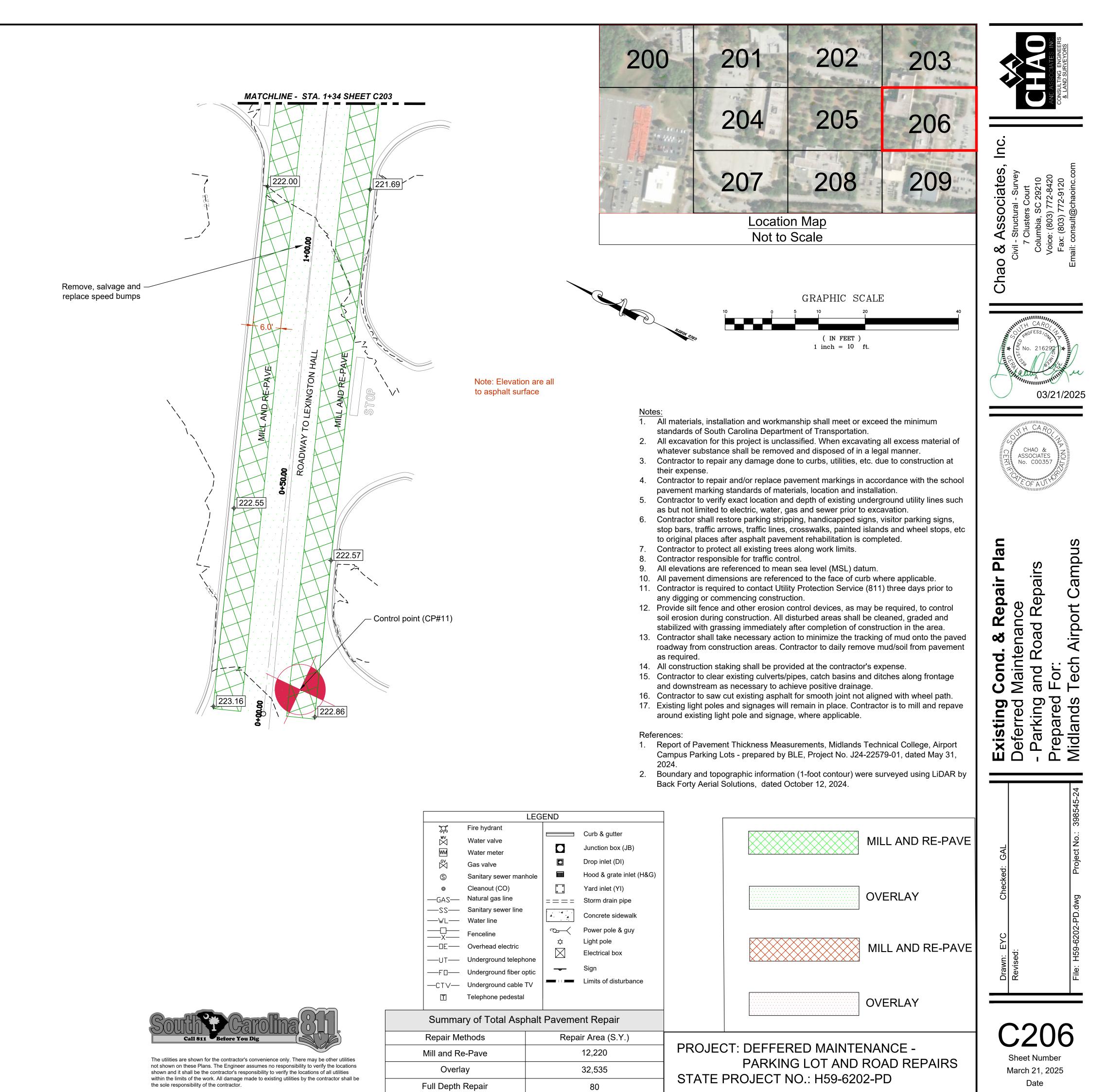
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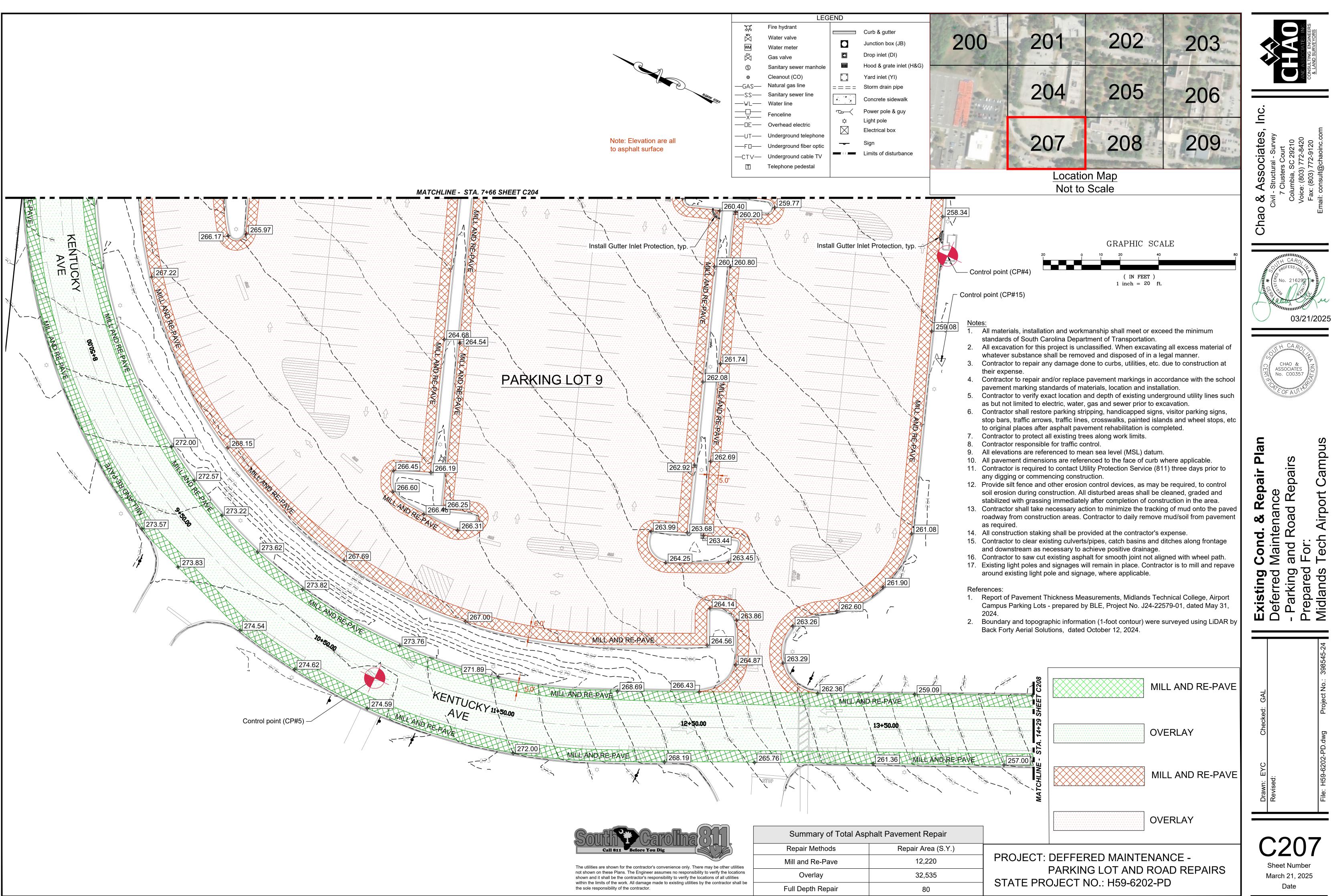


South Carolina 811	
Call 811 Before You Dig	R
	M
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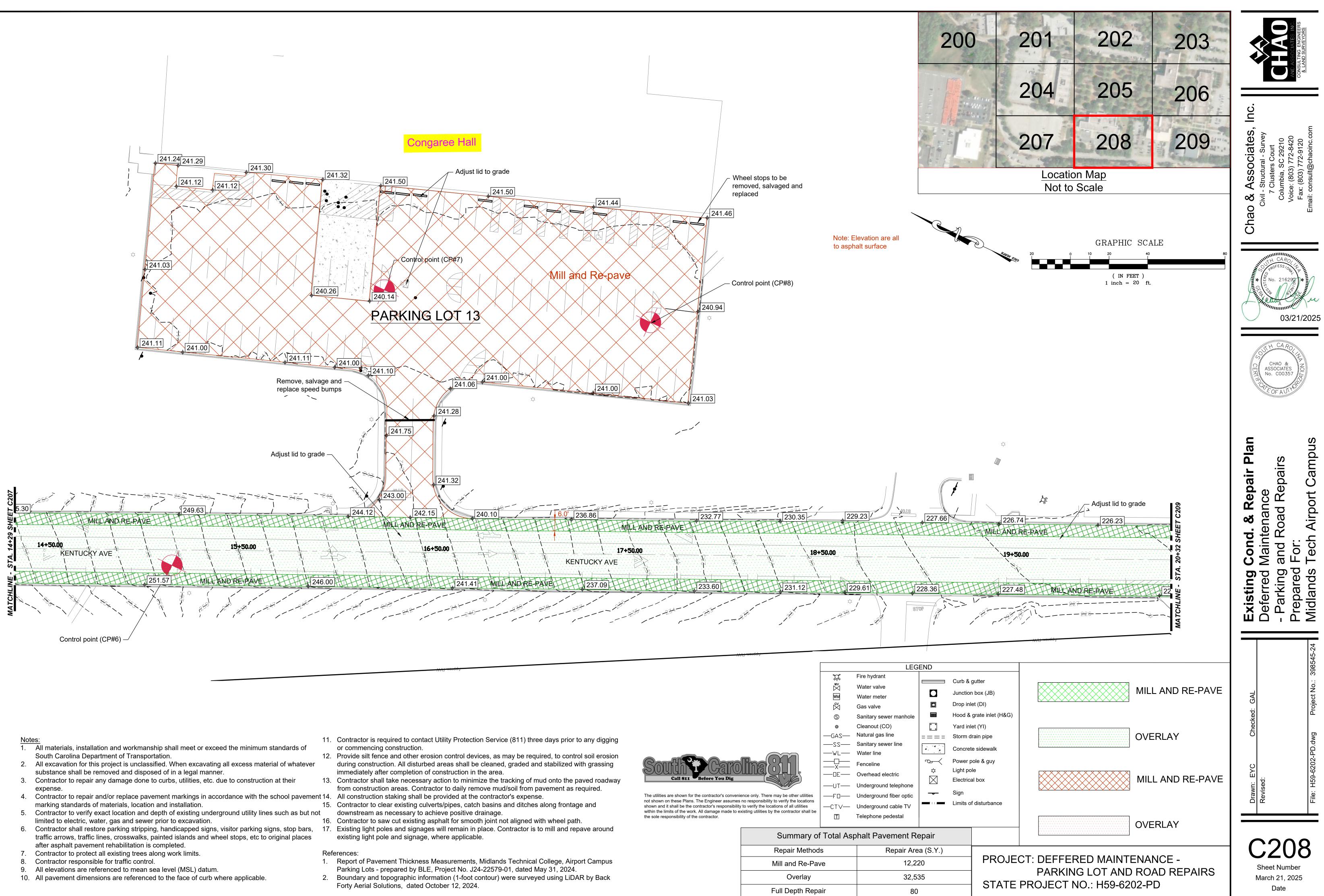
Summary of Total Asp	halt Pavement Re
Repair Methods	Repair Are
Mill and Re-Pave	12,22
Overlay	32,53
Full Depth Repair	80





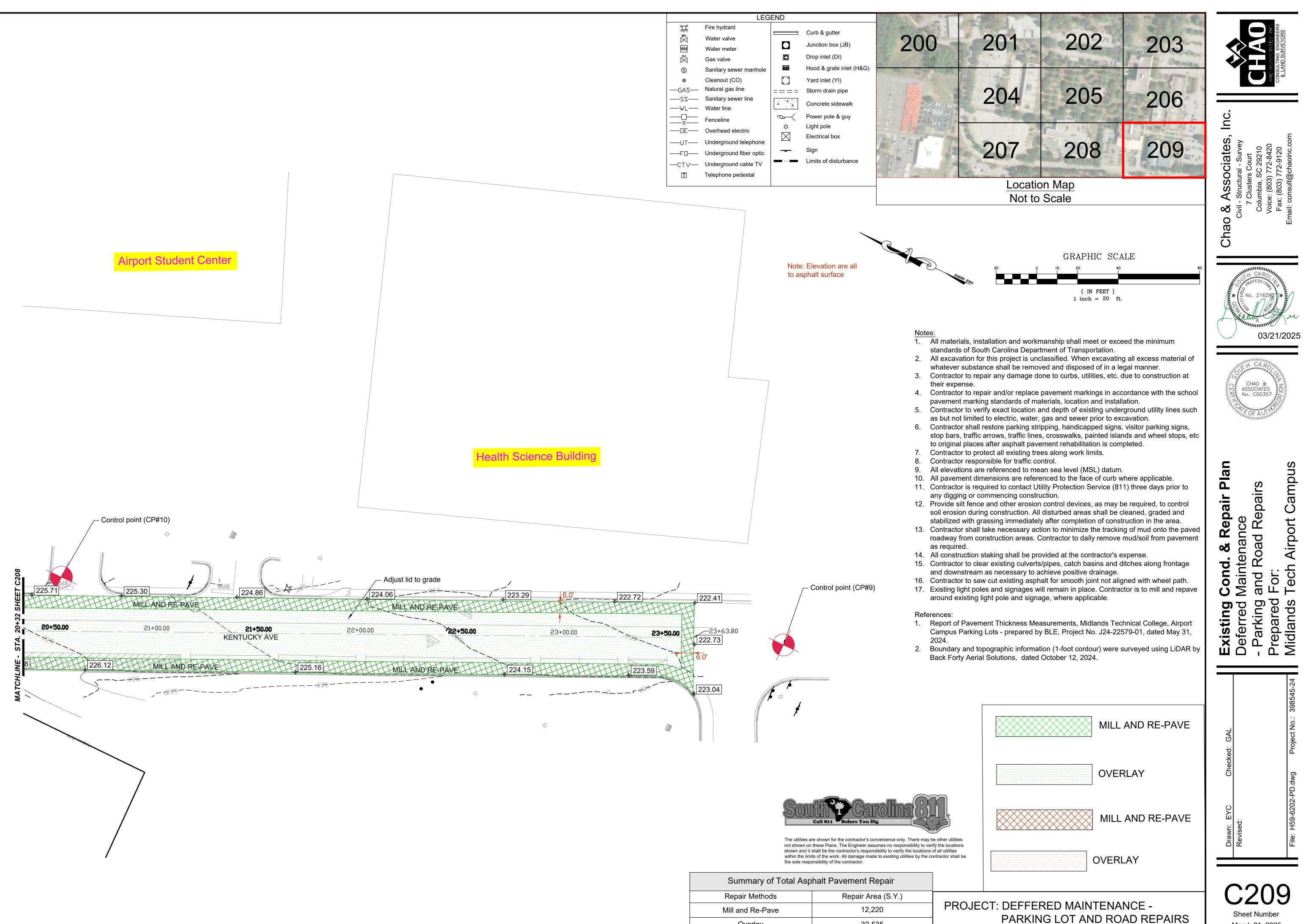


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Summary of Total Asp	halt Pavement Re
Repair Methods	Repair Are
Mill and Re-Pave	12,22
Overlay	32,53
Full Depth Repair	80

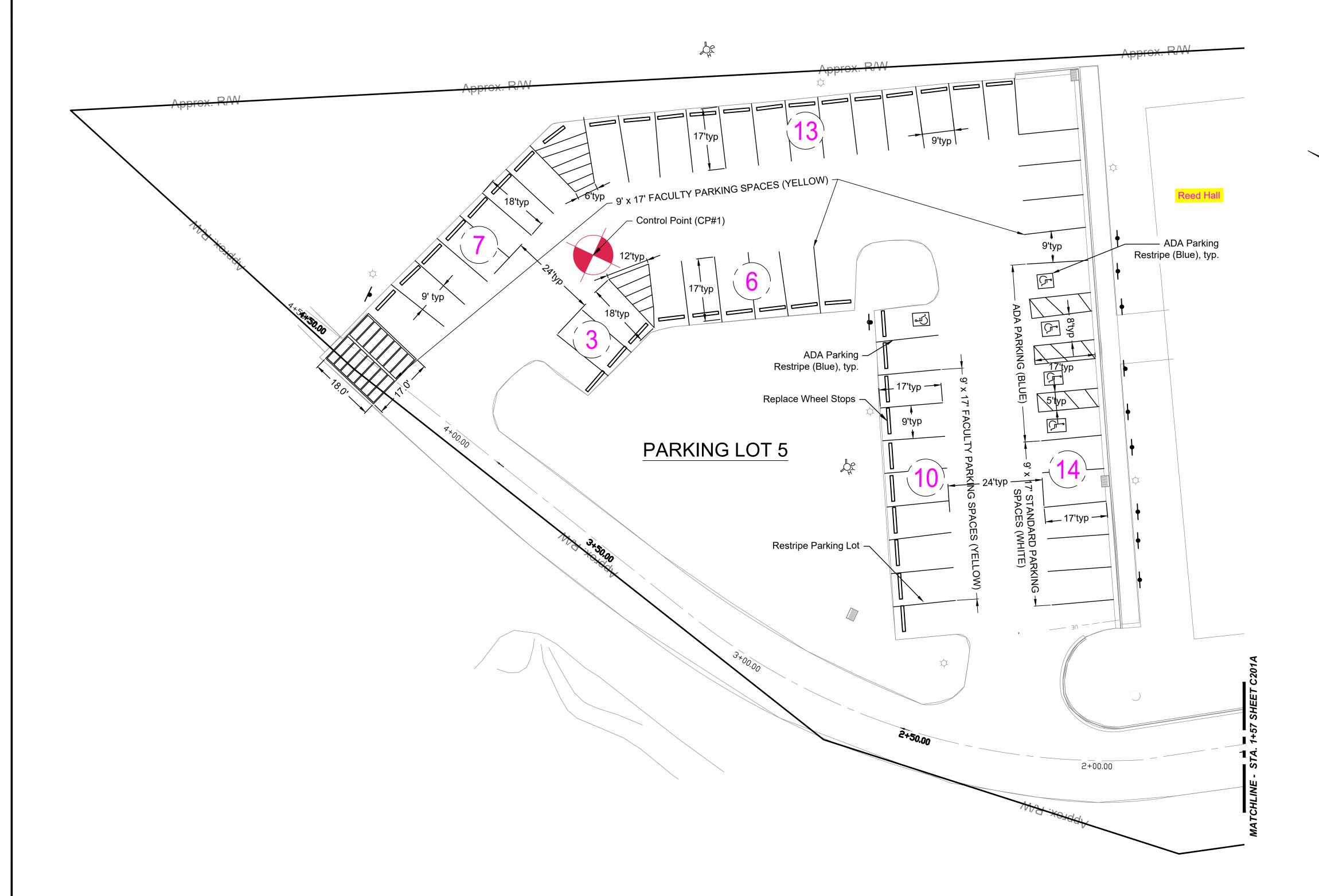


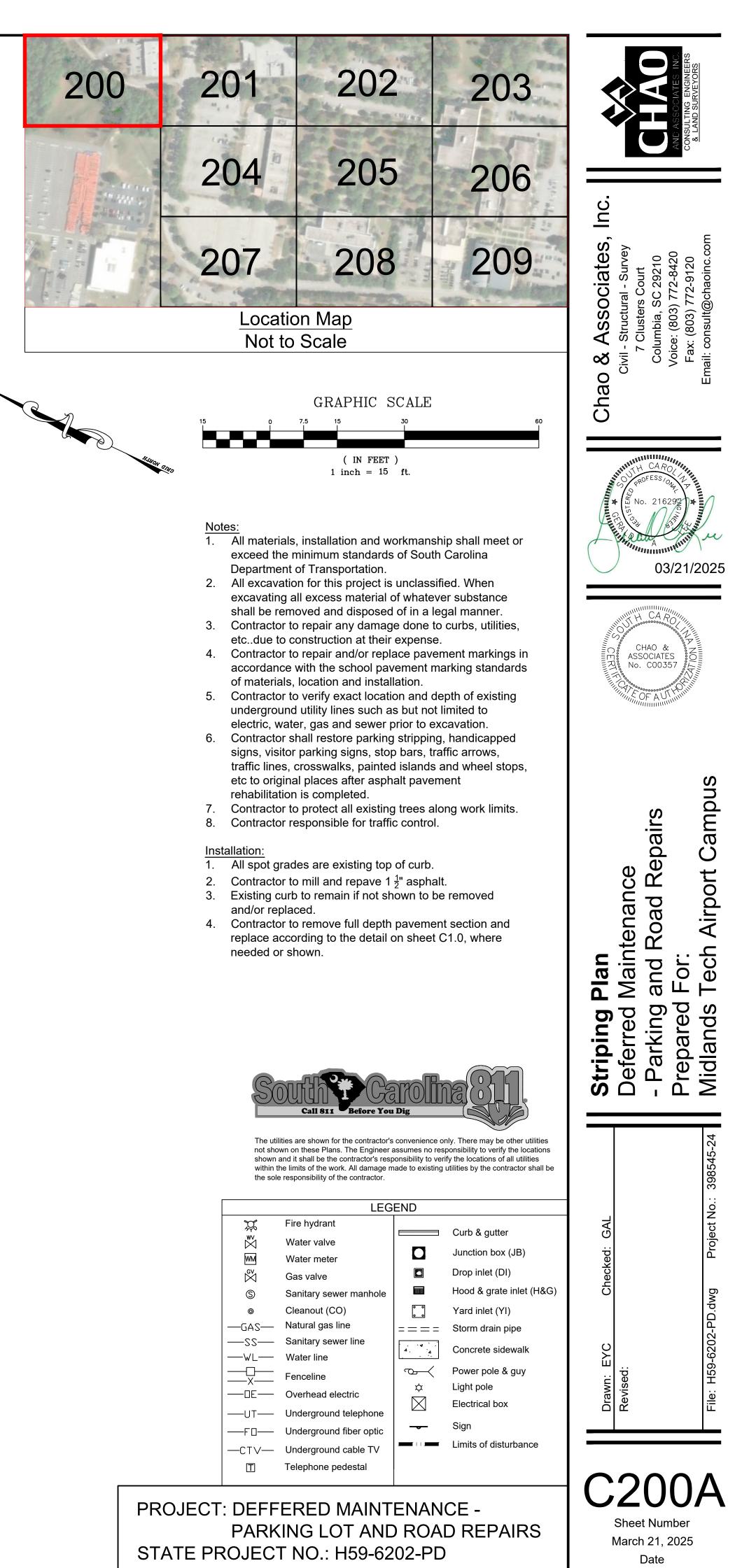
March 21, 2025

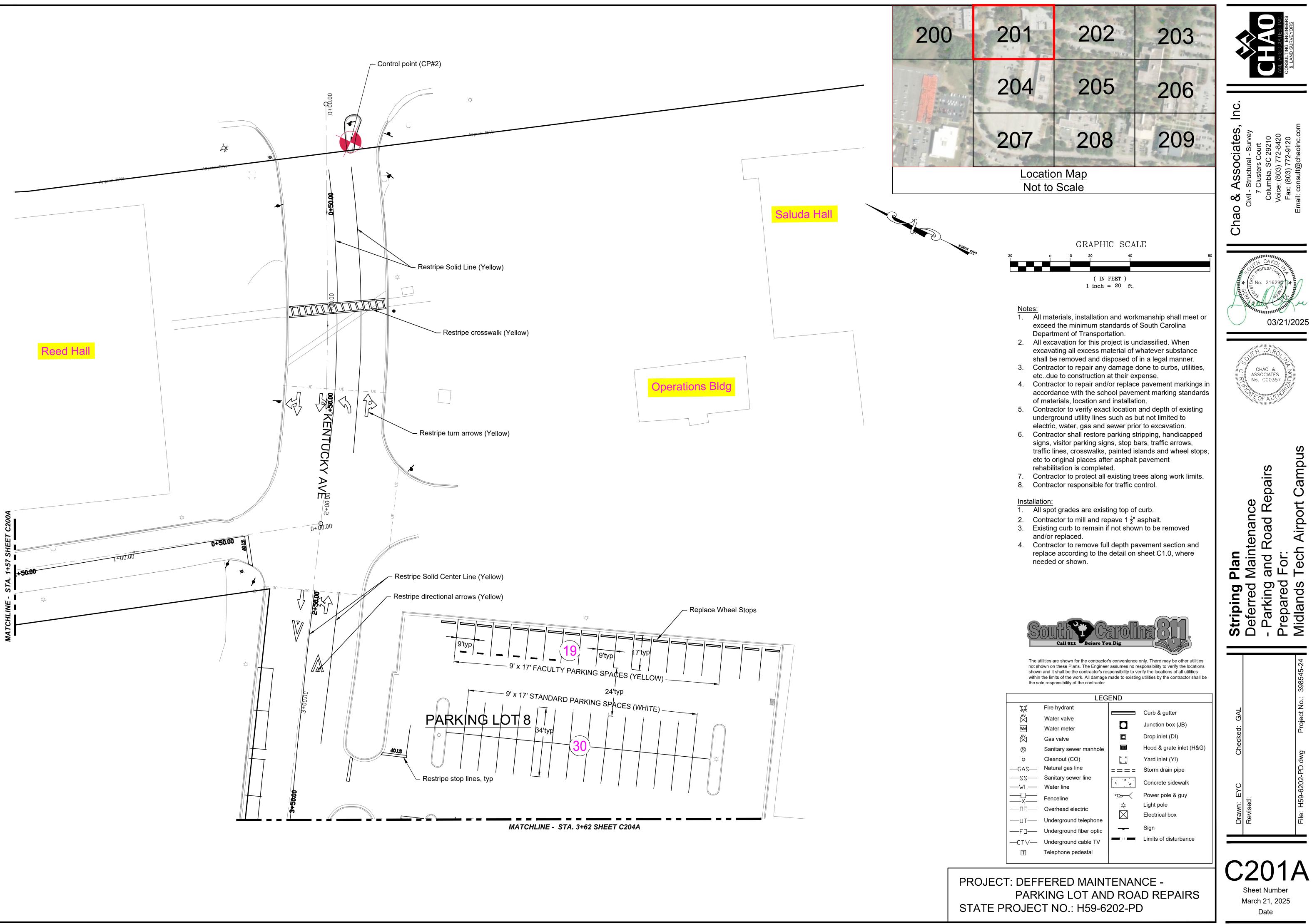
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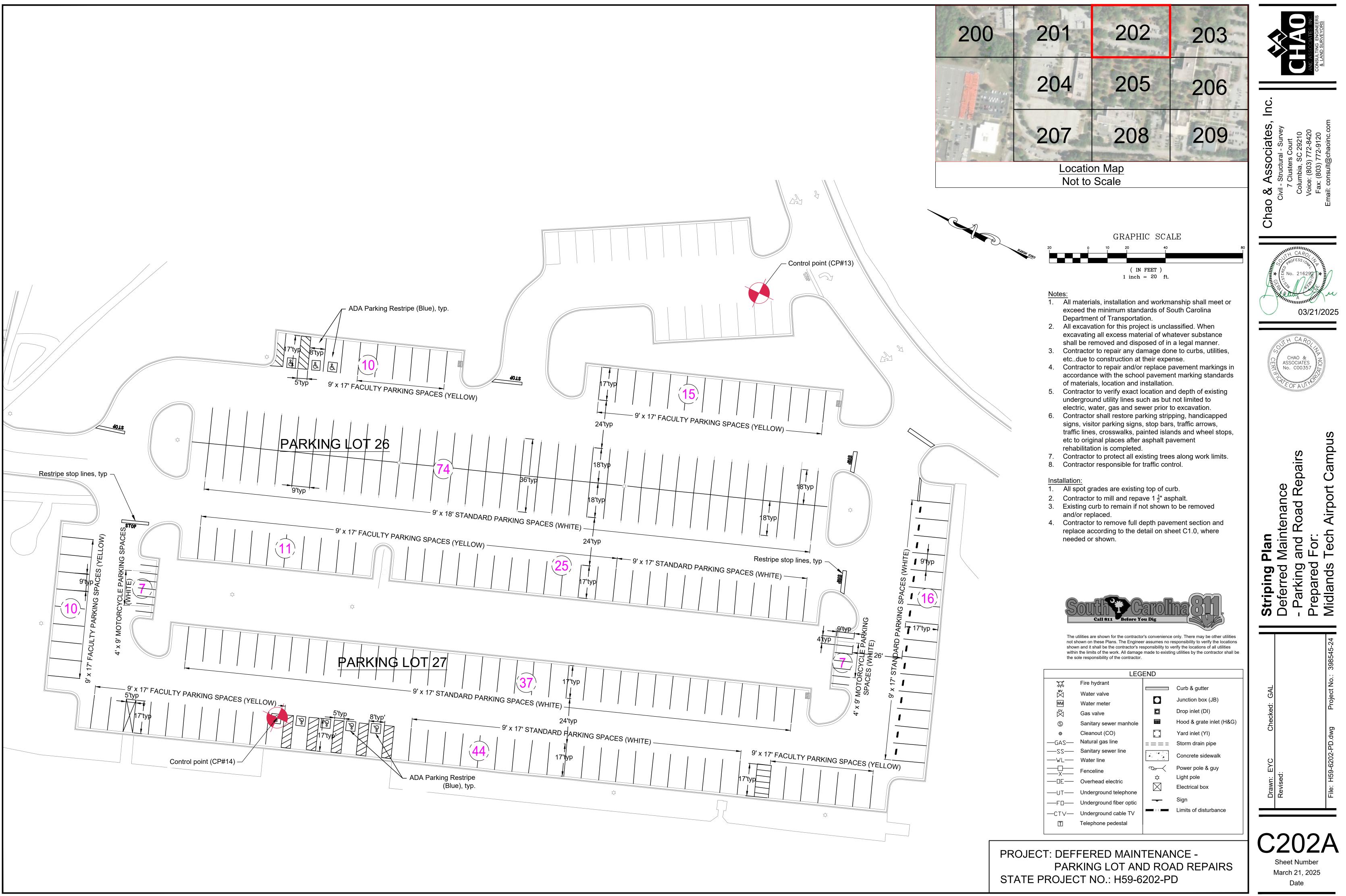
STATE PROJECT NO.: H59-6202-PD

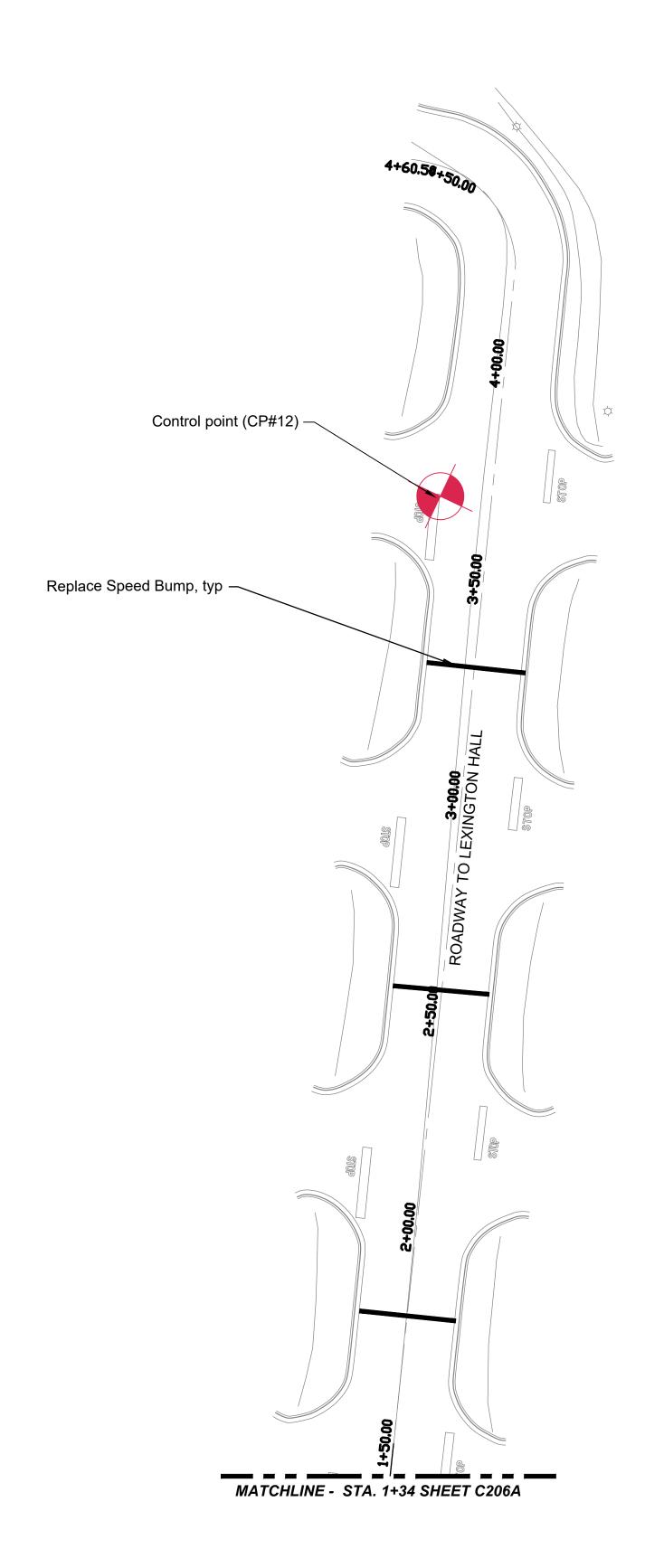
Summary of Total Asp	halt Pavement Repa
Repair Methods	Repair Area (S
Mill and Re-Pave	12,220
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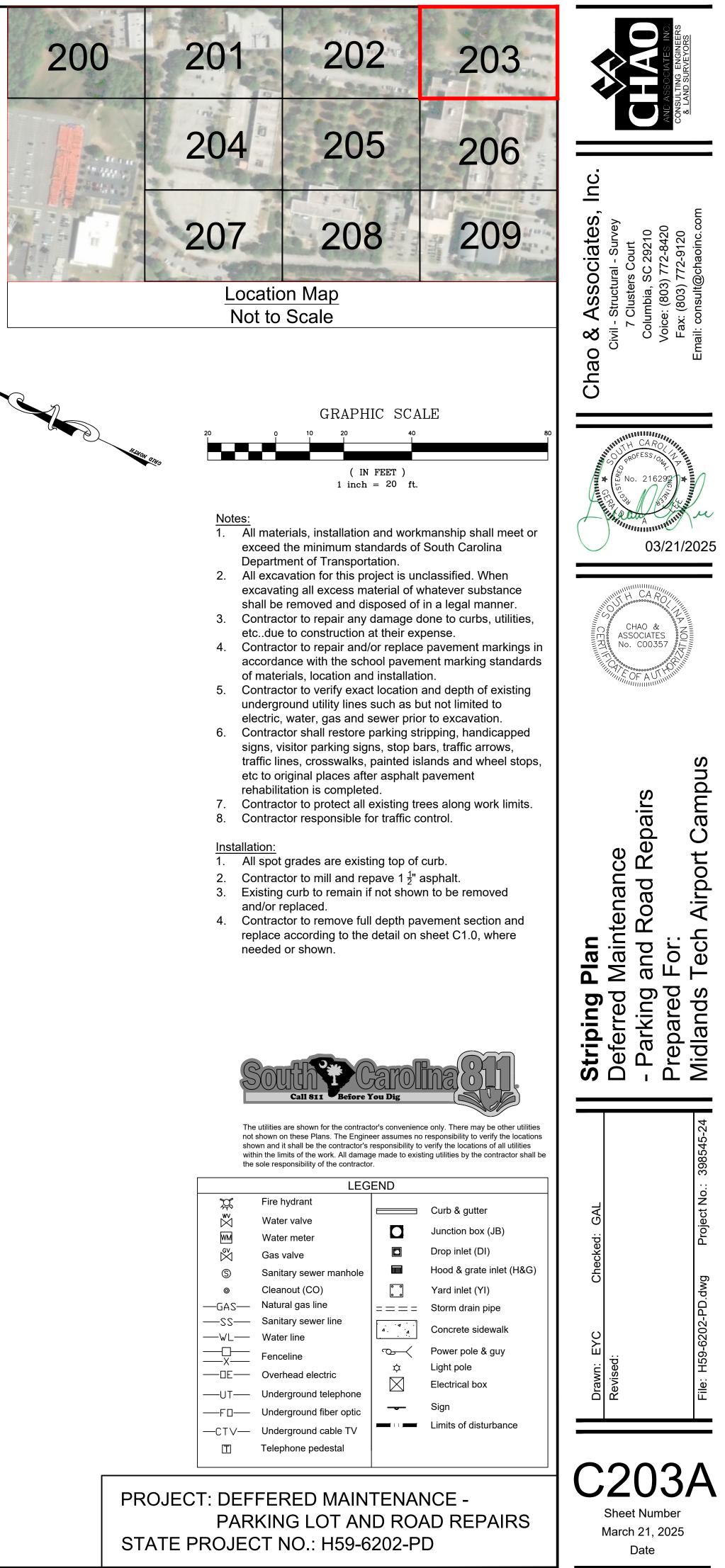


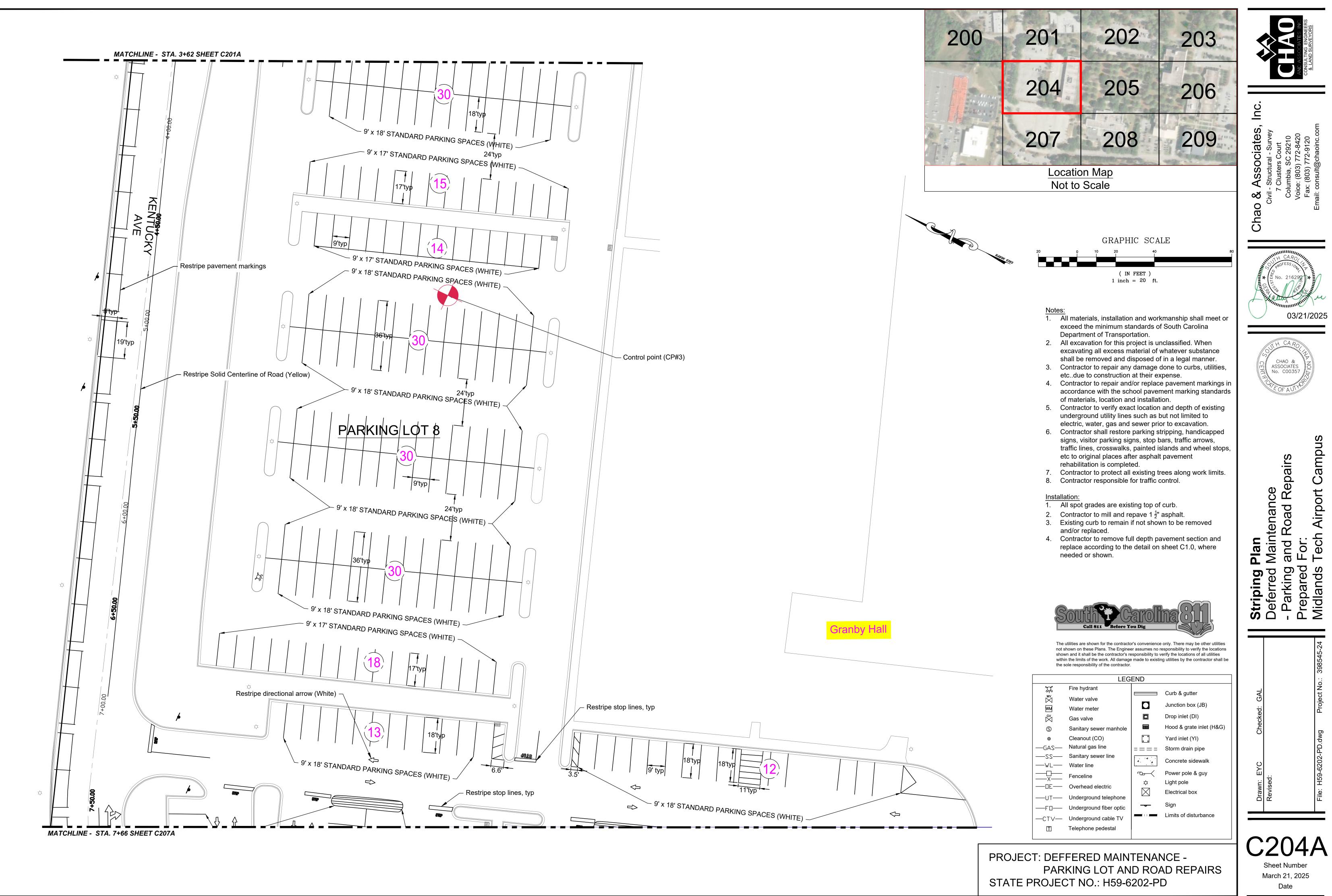




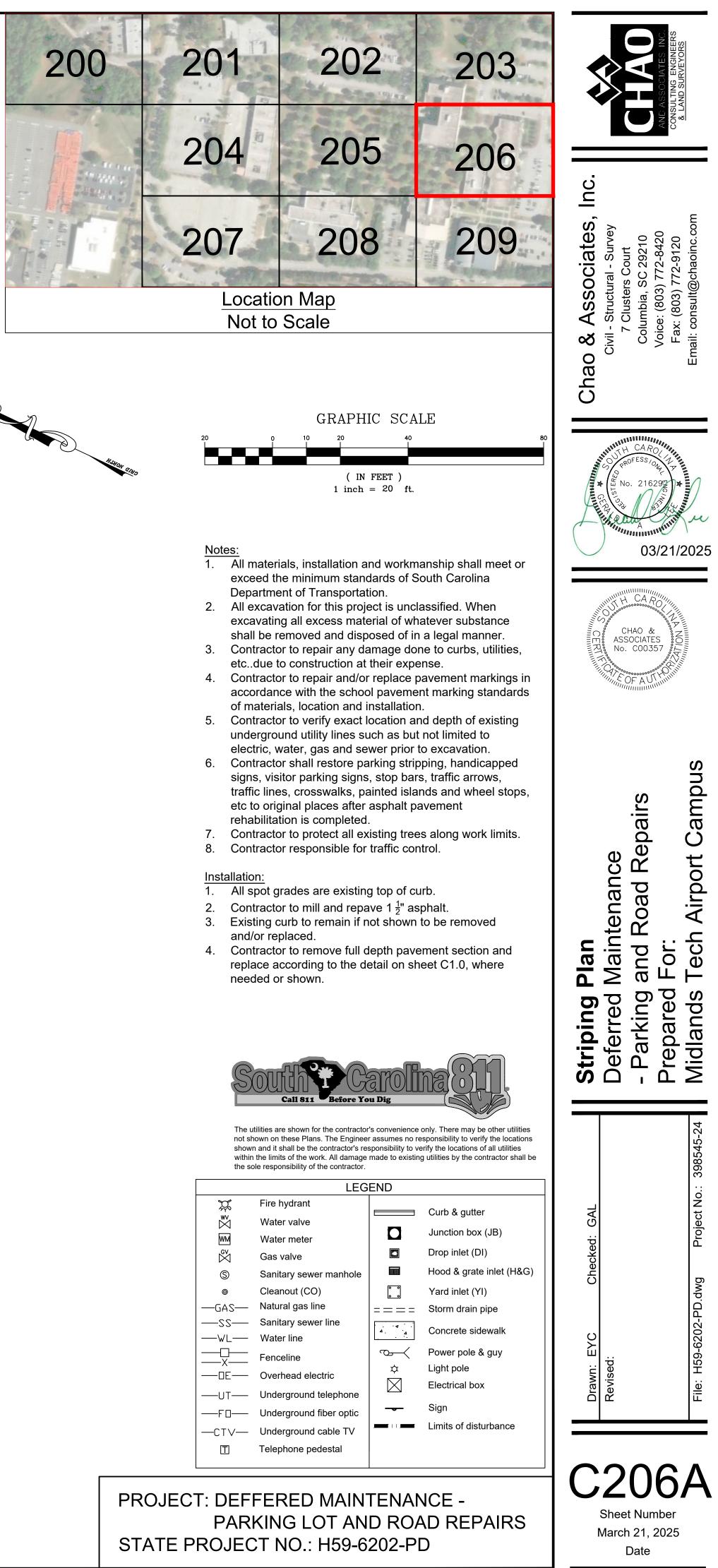


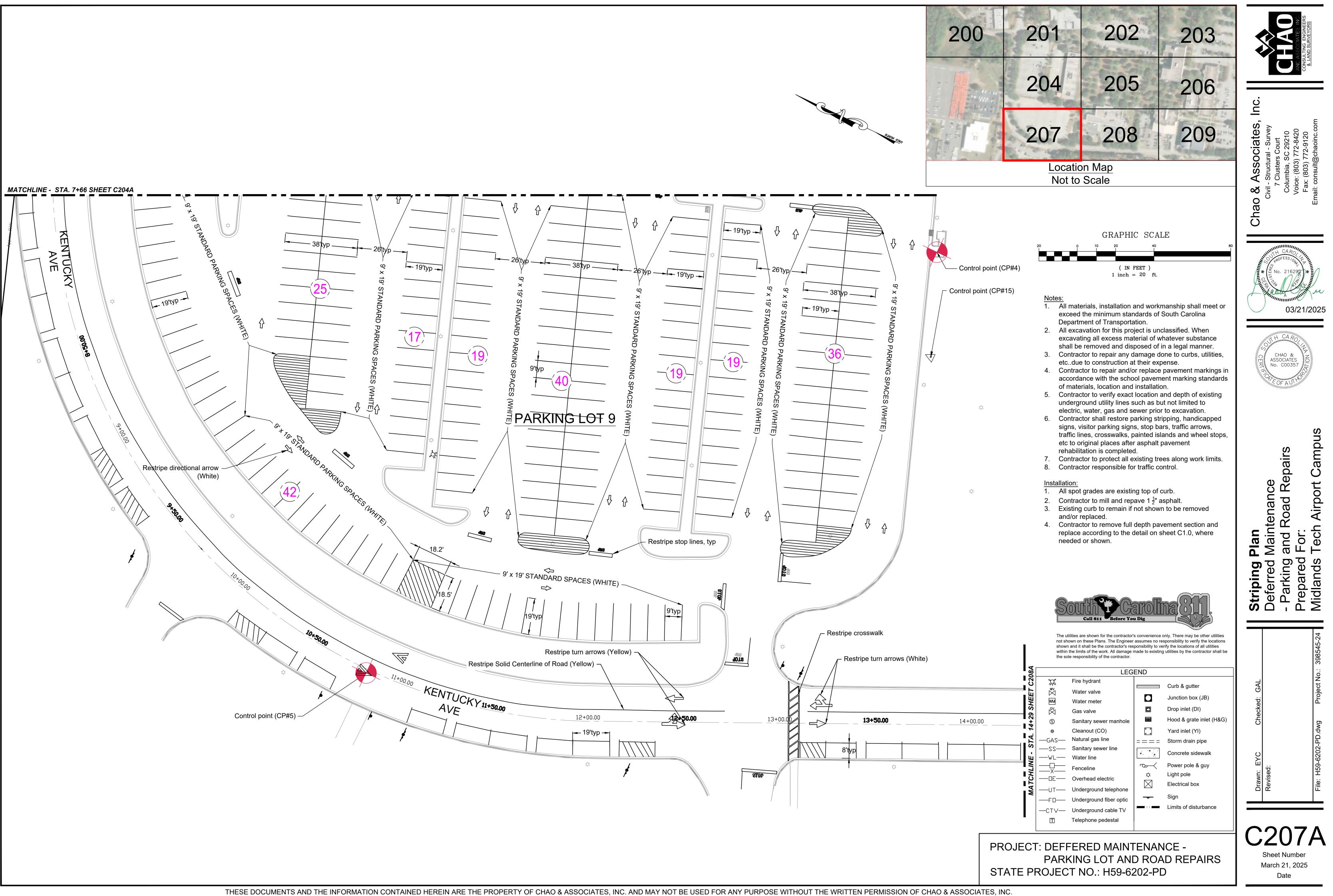


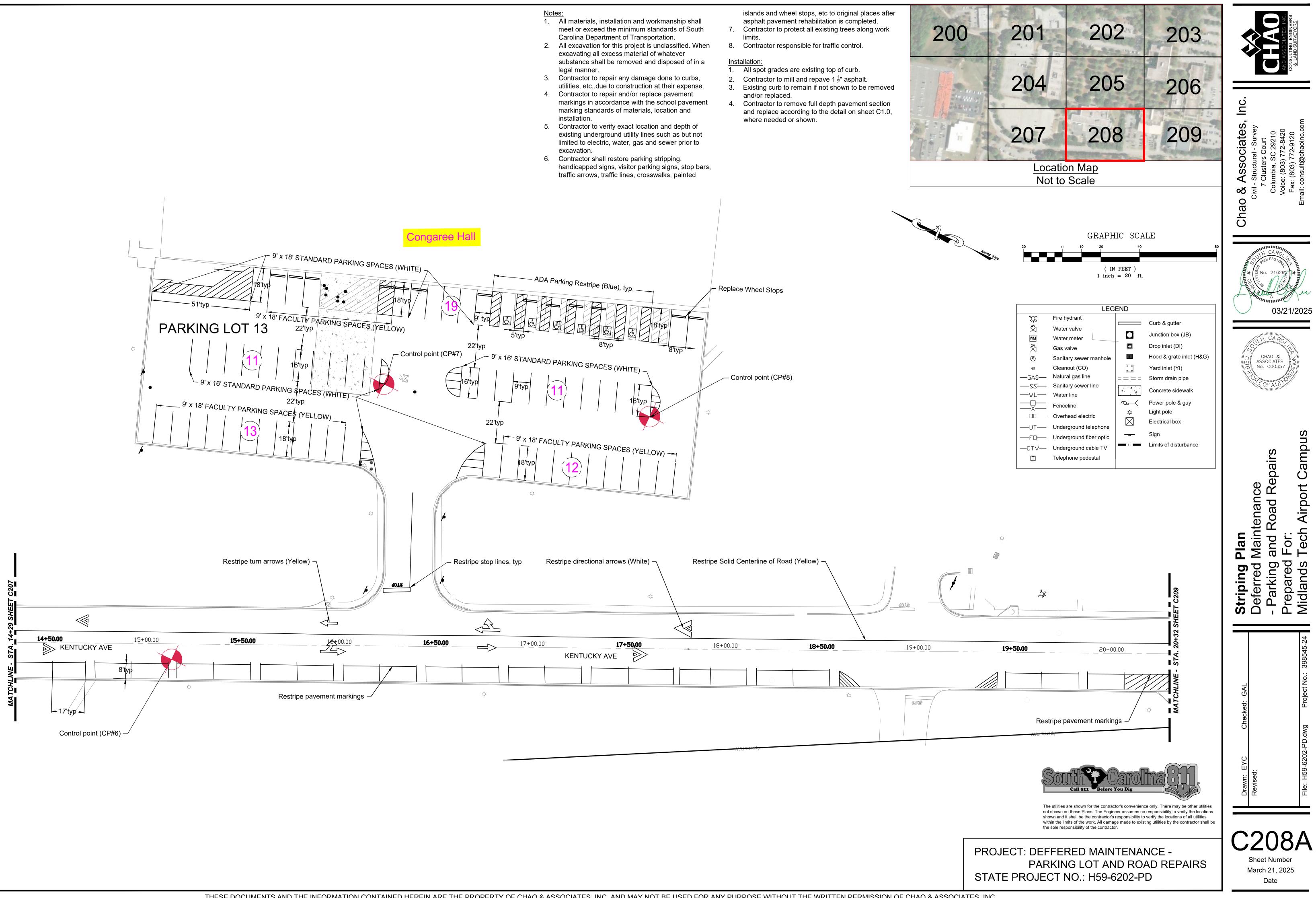


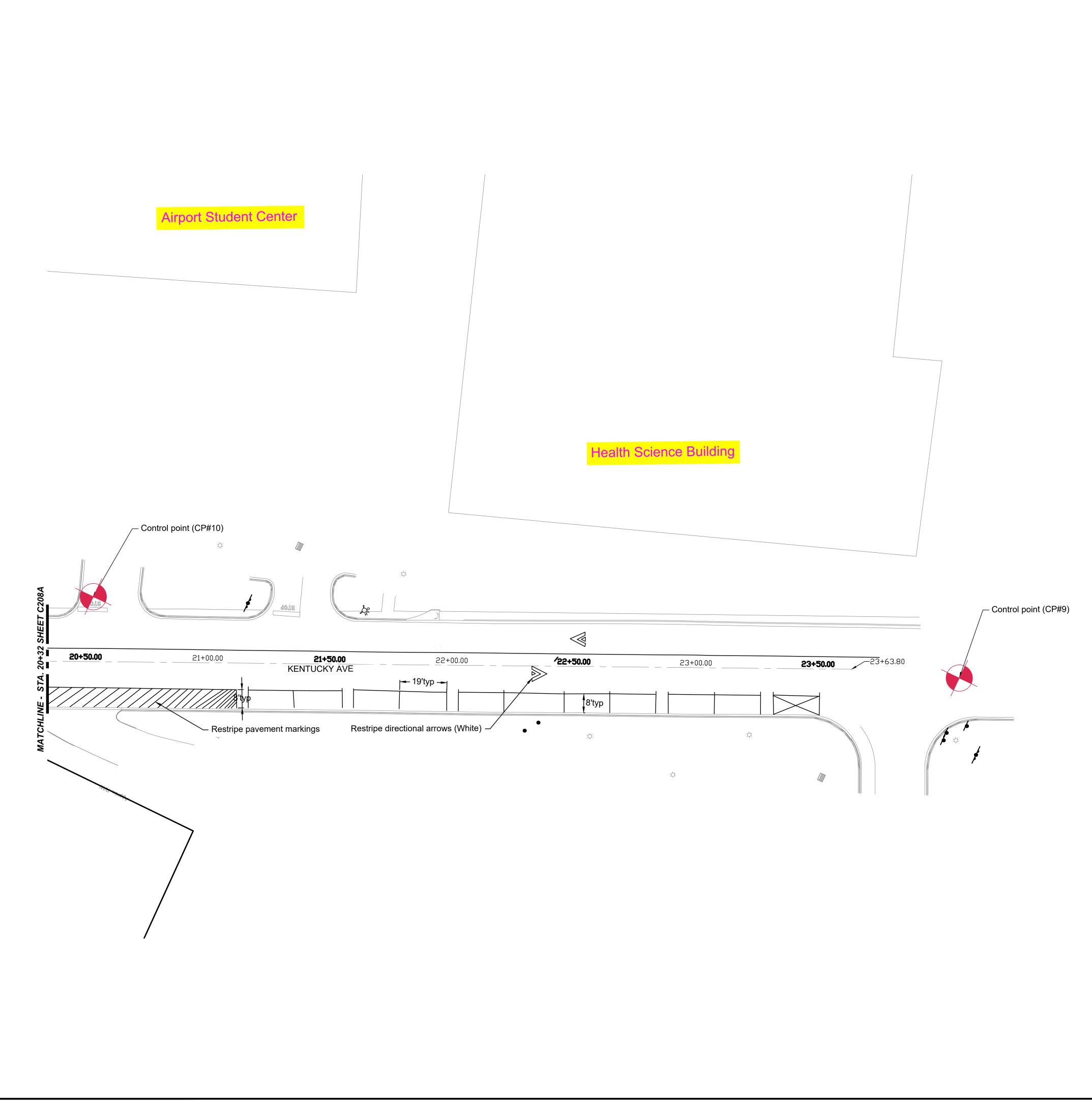


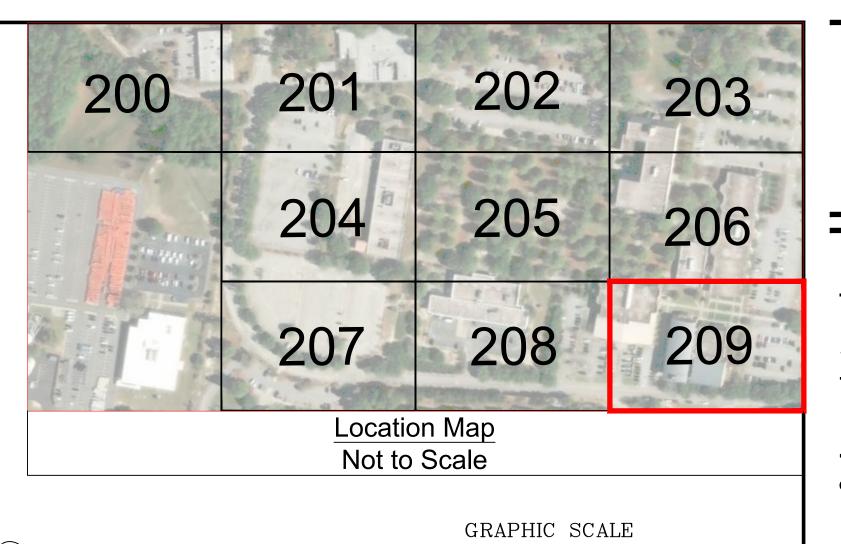












as but not limited to electric, water, gas and sewer prior to excavation. 6. Contractor shall restore parking stripping, handicapped signs, visitor parking signs, stop bars, traffic arrows, traffic lines, crosswalks, painted islands and wheel stops, etc to original places after asphalt pavement rehabilitation is completed. 7. Contractor to protect all existing trees along work limits.

4. Contractor to repair and/or replace pavement markings in accordance with the school

5. Contractor to verify exact location and depth of existing underground utility lines such

1. All materials, installation and workmanship shall meet or exceed the minimum

whatever substance shall be removed and disposed of in a legal manner. 3. Contractor to repair any damage done to curbs, utilities, etc. due to construction at

pavement marking standards of materials, location and installation.

2. All excavation for this project is unclassified. When excavating all excess material of

(IN FEET) 1 inch = 20 ft.

- Contractor responsible for traffic control. 8
- 9. All elevations are referenced to mean sea level (MSL) datum.

standards of South Carolina Department of Transportation.

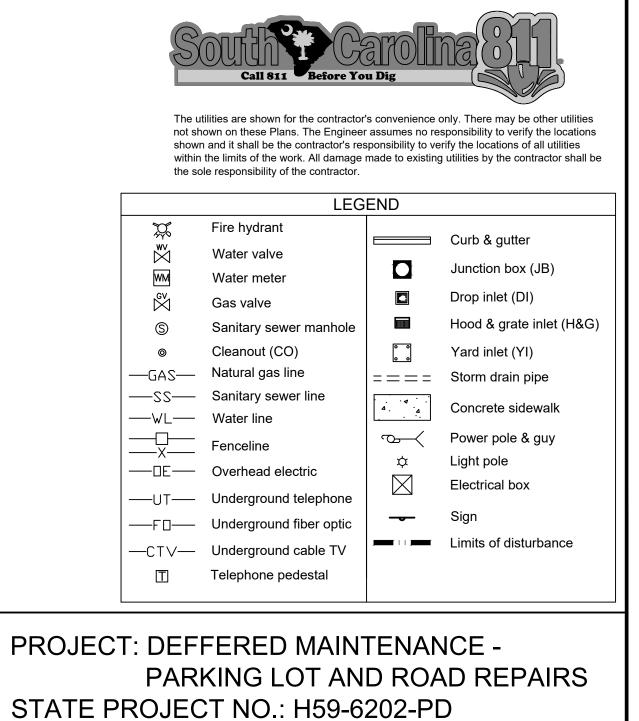
- 10. All pavement dimensions are referenced to the face of curb where applicable. 11. Contractor is required to contact Utility Protection Service (811) three days prior to
- any digging or commencing construction. 12. Provide silt fence and other erosion control devices, as may be required, to control soil erosion during construction. All disturbed areas shall be cleaned, graded and stabilized with grassing immediately after completion of construction in the area.
- 13. Contractor shall take necessary action to minimize the tracking of mud onto the paved roadway from construction areas. Contractor to daily remove mud/soil from pavement as required.
- 14. All construction staking shall be provided at the contractor's expense. 15. Contractor to clear existing culverts/pipes, catch basins and ditches along frontage and downstream as necessary to achieve positive drainage.
- 16. Contractor to saw cut existing asphalt for smooth joint not aligned with wheel path. 17. Existing light poles and signages will remain in place. Contractor is to mill and repave around existing light pole and signage, where applicable.

References:

Notes:

their expense.

- 1. Report of Pavement Thickness Measurements, Midlands Technical College, Airport Campus Parking Lots - prepared by BLE, Project No. J24-22579-01, dated May 31, 2024.
- 2. Boundary and topographic information (1-foot contour) were surveyed using LiDAR by Back Forty Aerial Solutions, dated October 12, 2024.

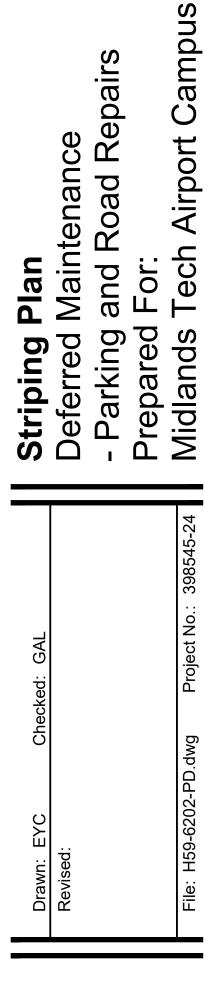




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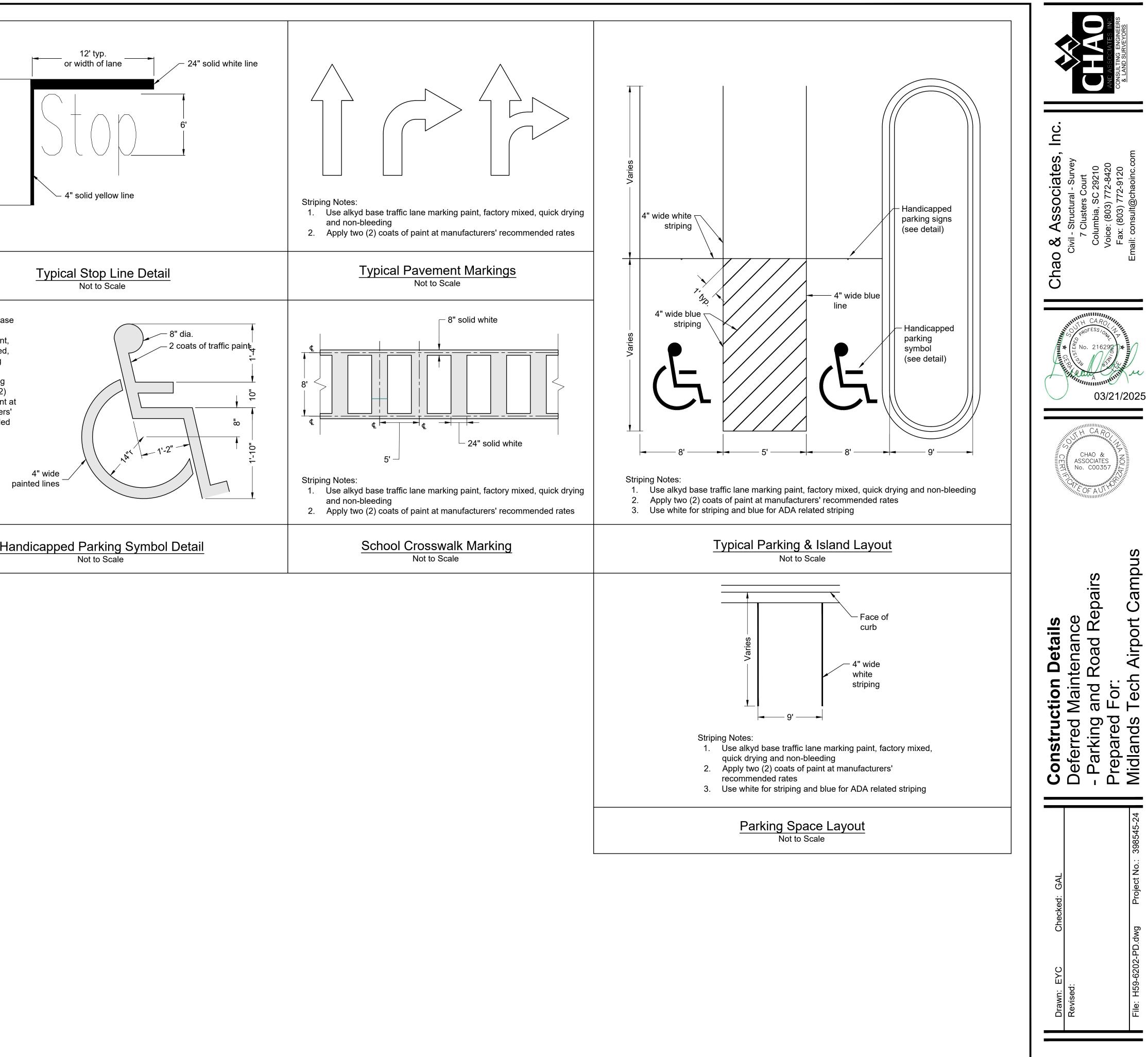






209A Sheet Number March 21, 2025 Date

	15'
Stripin 1. 2.	ng Notes: Use alkyd ba traffic lane marking pain factory mixed quick drying and non-bleeding Apply two (2 coats of pain manufactured recommende rates
	<u><u> </u></u>

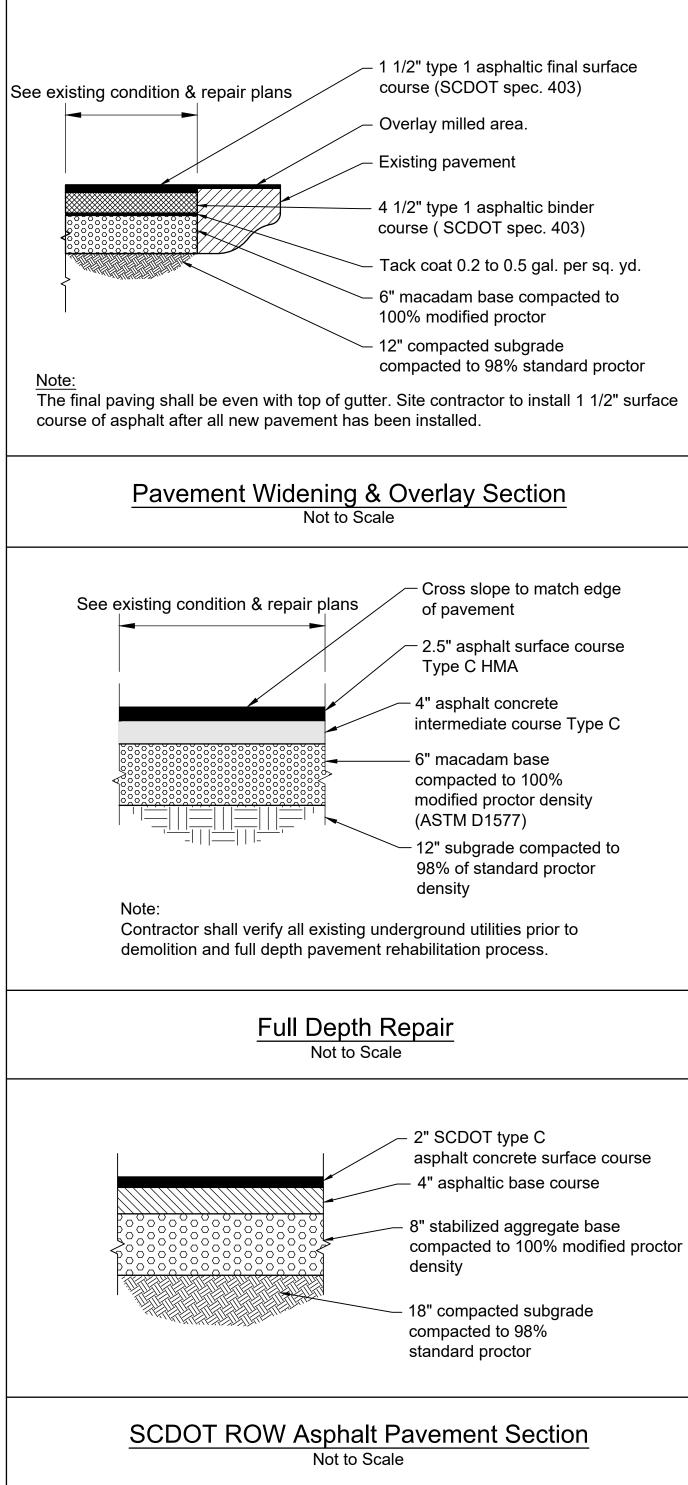


PROJECT: DEFFERED MAINTENANCE -PARKING LOT AND ROAD REPAIRS STATE PROJECT NO.: H59-6202-PD C300

Sheet Number

March 21, 2025

Date



- 1 1/2" type 1 asphaltic final surface course (SCDOT spec. 403)
- Overlay milled area.
- Existing pavement
- 4 1/2" type 1 asphaltic binder course (SCDOT spec. 403)
- Tack coat 0.2 to 0.5 gal. per sq. yd.
- 6" macadam base compacted to 100% modified proctor 12" compacted subgrade
- compacted to 98% standard proctor

Pavement Widening & Overlay Section Not to Scale

ns	 Cross slope to match edge of pavement
	— 2.5" asphalt surface course Туре С НМА
	 4" asphalt concrete intermediate course Type C
	- 6" macadam base compacted to 100% modified proctor density (ASTM D1577)
	 12" subgrade compacted to 98% of standard proctor density
ting unde	erground utilities prior to

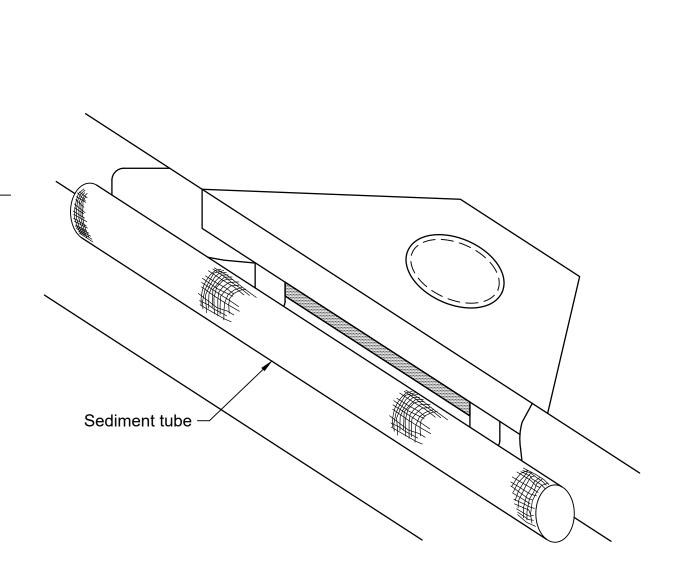
Full Depth Repair

2" SCDOT type C asphalt concrete surface course 4" asphaltic base course

- 8" stabilized aggregate base compacted to 100% modified proctor density
- 18" compacted subgrade compacted to 98% standard proctor

SCDOT ROW Asphalt Pavement Section

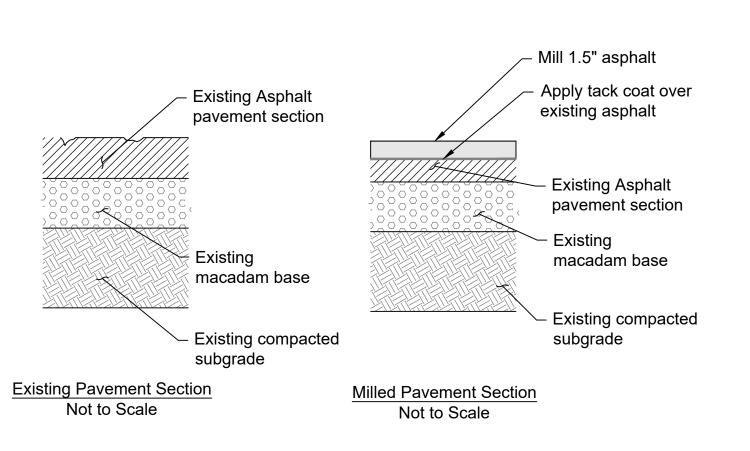
Not to Scale



Maintenance notes:

- 1. Sediment shall be removed and trap restored to its original dimensions when the sediment has accumulated to 1/2 the design depth of the trap. Removed sediment shall be placed in a suitable area and in such a manner that it will not erode.
- 2. The structure shall be inspected after each rain and repairs made as needed.
- 3. Construction operations shall be carried out in such a manner that erosion and water pollution shall be minimized.
- 4. The sediment trap shall be removed and the area stabilized when the remaining drainage area has been properly stabilized.

Gutter Inlet Protection Detail Not to Scale



Mill and Re-Pave Procedure:

- Remove concrete wheel stops and save existing wheel stops in good conditions for reuse.
- Rotomill selected area to 1.5" depth. 2.
- Clean milled surface, haul away debris, square all corners and edge. 3. Apply a South Carolina Department of Transportation (SCDOT) approved 4.
- asphalt emulsion tack coat to provide a bond between milled surface and new pavement.
- Place SCDOT 1.5" compacted depth of Type C HMA Surface Course or 5. approval equal. Seal all joints and edges with hot liquid asphalt.
- Restore driveway and parking striping and markings as required per these plans. 7.

Mill And Pave Notes

Contractor shall verify existing asphalt section prior to pavement rehabilitation process. Contact Engineer if section does not meet specifications.

Milling

- Remove 1.5" of the existing asphalt.
- ♦ Millings shall be removed from site. Millings shall become the property of the paving contractor.

Materials

- Refined coal tar emulsion must be rubberized and the rubber must be hot blended into the base refined coal tar prior to emulsification.
- The refined coal tar emulsion shall be prepared from a high temperature refined coal tar conforming to the requirement of ASTM D-490, and of Fed. Spec. R-P 355e. Oil and water gas tars shall not be used, even though they comply with R-P 355e.
- Mineral aggregate shall be clean and dry silica sand free from foreign matter. This mineral aggregate shall have an American Foundry Society-Grain Fineness Rating of 50 to 75 with no more than 2% retained on 30 mesh or coarser, no more than 12% passing 140 mesh and no more than 3% passing 200 mesh. Mineral aggregate shall be added at a rate per 5 pounds per gallon of undiluted material as specified by the manufacturer.
- Any water used for mixing shall be clean and potable and shall be added in the minimum quantity sufficient for good application consistency, but not to exceed manufacturer's specifications.

Application

- Apply sealcoat material at a rate of 0.2 gallons of raw material per square yard of surface area to be treated. Due to layout and traffic patterns, two coats of material will be applied over the entire surface with a third coat in the drivelanes.
- Apply sealcoat material in dry weather and only when the pavement and atmospheric temperatures are 50°F, or above and are anticipated to remain above 50°F. for eight hours after completing application. Application will not be permitted when precipitation is anticipated before the film dries to a rain resistant condition or when temperature and humidity conditions are such that the material could not dry thoroughly before a minimum pavement temperature of 45°F occurs.
- ◆ Allow adequate time for the first application to dry thoroughly (tack free) prior to the second application. Upon completion of the second application, all traffic will be excluded from the area. It is recommended, the coating be allowed to cure for at least 24 hours of good drying conditions before opening to traffic.
- Sealed areas will be barricaded from traffic until material is thoroughly dried. Test area for trafficability before opening to use.
- The sealcoat material will be applied with a machine that has adequate agitation to keep material in proper suspension at all times. It will have a water frog bar so that the pavement can be dampened (but without puddles) when emulsion is applied if temperatures are above 85°F or in hot bright sun.

Reference:

Report of Pavement Thickness Measurements, Midlands Technical College, Airport Campus Parking Lots - prepared by BLE, Project No. J24-22579-01, dated May 31, 2024.

Mill and Re-pave

PROJECT: DEFFERED MAINTENANCE -PARKING LOT AND ROAD REPAIRS STATE PROJECT NO.: H59-6202-PD





