SHEET INDEX

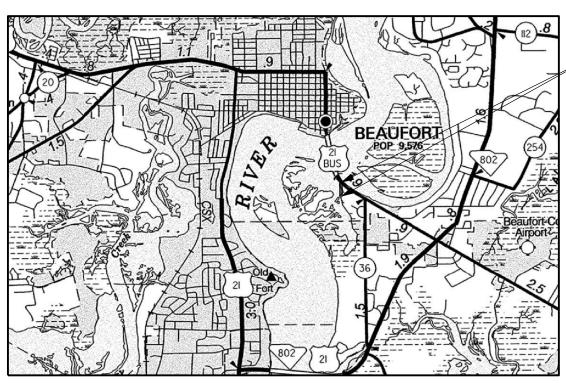
SHEET NO.	DESCRIPTION	SHEET TOTALS
1	TITLE SHEET	1
2	SUMMARY OF ESTIMATED QUANTITIES	1
3A	DETAIL SHEET	1
6	PLAN AND PROFILE SHEET	1
EC1	DRAINAGE & EROSION CONTROL SHEET	1
S0.0-S3.0	STRUCTURAL SHEETS	7
		TOTAL 12

CITY OF BEAUFORT



PLAN AND PROFILE OF WHITEHALL DRIVE BOARDWALK

FROM: SEA ISLAND PARKWAY (US 21 - BUS) TO: WHITEHALL DRIVE



WHITEHALL DRIVE BOARDWALK BEGIN CONSTRUCTION ST A. 10+25.50 END CONSTRUCTION STA. 12+23.50

NPDES PERMIT INFORMATION Disturbed Area = _____0.05 ____ Acre(s) Prjoect Area = _____0.21____ Acre(s) Approximate Location of Roadway is 32°25'22" N Latitude Longitude 80°40'02" W 32°25'20" N Longitude 80°40'03" W Hydraulic and NPDES Design provided by: Designs may be obtained from the SCDOT Regional Production Group

BEAUFORT

For Right Of Way Acquisition:

Consultant Engineer of Record

Hydraulic Design Reference for these plans is the: 2009

Edition of SCDOT's "Requirements for Hydraulic Design Studies"

Design Reference for these plans is the:

2011

AASHTO "A Policy on Geometric Design of Highways and Streets"

ENVIRONMENTAL PERMIT INFORMATION							
USACE PERMITYESNO							
NEPA DOCUMENT	YES	NO					
401 CERTIFICATION	YES	NO					
OCRM CAP	YES	NO					
NAVIGABLE WATERSSC	uscg	USACE	N/A				

3 DAYS BEFORE DIGGING IN SOUTH CAROLINA

CALL 811

SOUTH CAROLINA 811 (SC811) WWW.SC811.COM ALL UTILITIES MAY NOT BE A MEMBER OF SC811

> RAILROAD INVOLVEMENT? YES/NO

 TRAFFIC DATA	
2019 ADT	
2039 ADT	

LAYOUT

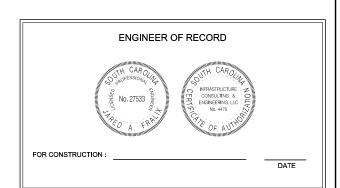
	GREENLAWN DRIVE	TOTAL (MILES)
NET LENGTH OF ROADWAY	_	-
NET LENGTH OF BRIDGES	_	-
NET LENGTH OF PROJECT	0.04	0.04
LENGTH OF EXCEPTIONS	_	-
GROSS LENGTH OF PROJECT	0.04	0.04

EQUALITIES IN STATIONING: NONE

NOTE: EXCEPT AS MAY OTHERWISE BE SPECIFIED ON THE PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIALS AND WORKMANSHIP ON THIS PROJECT SHALL TO CONFORM WITH SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2007 EDITION) AND STANDARD DRAWINGS FOR ROAD CONSTRUCTION IN EFFECT AT THE TIME OF LETTING.

CONSULTING ENGINEERING FIRM





STATE COUNTY FILE NO. PROJECT ROUTE SHEET NO. US-21 BUS. 2

SUMMARY OF ESTIMATED QUANTITIES

PAYITEM	DESCRIPTION	QUANTITY	UNIT
1031000	MOBILIZATION	NEC	LS
1032010	BONDS AND INSURANCE	NEC	LS
1050800	CONSTRUCTION STAKES, LINES & GRADES	1	EA
1071000	TRAFFIC CONTROL	NEC	LS
2012000	CLEARING & GRUBBING WITHIN ROADWAY	NEC	LS
2025000	REMOVAL & DISPOSAL OF EXISTING ASPHALT PAVEMENT	5	SY
2031000	UNCLASSIFIED EXCAVATION	10	CY
2033000	BORROW EXCAVATION	10	CY
6020005	PERMANENT CONSTRUCTION SIGNS (GROUND MOUNTED) SCHEME C	184	SF
6531210	U-SECTION POST FOR SIGN SUPPORTS - 3P	132	LF
7203220	CONCRETE CURB AND GUTTER(2'-0") SLOPING FACE	60	LF
7204100	CONCRETE SIDEWALK(4" UNIFORM)	34	SY
7204600	CONCRETE SIDEWALK(6" UNIFORM)	16	SY
7209000	PEDESTRIAN RAMP CONSTRUCTION (6" UNIFORM)	25	SY
8041025	RIP-RAP (CLASS B)	210	CY
8100100	PERMANENT COVER	0.05	ACRE
8100200	TEMPORARY COVER	0.05	ACRE
8104005	FERTILIZER (NITROGEN)	5	LB
8104010	FERTILIZER (PHOSPHORIC ACID)	5	LB
8104015	FERTILIZER (POTASH)	5	LB
8105005	AGRICULTURAL GRANULAR LIME	100	LB
8151203	HYDRAULIC EROSION CONTROL PRODUCT (HECP) - TYPE 3	0.05	ACRE
8152004	INLET STRUCTURE FILTER - TYPE F (WEIGHTED)	20	LF
8153000	SILT FENCE	350	LF
8153090	REPLACE/REPAIR SILT FENCE	35	LF
8154050	REMOVAL OF SILT RETAINED BY SILT FENCE	88	LF
	STAINLESS STEEL BOLLARD	2	EA
	BOARDWALK INCLUDING FILTER FABRIC	1	LS





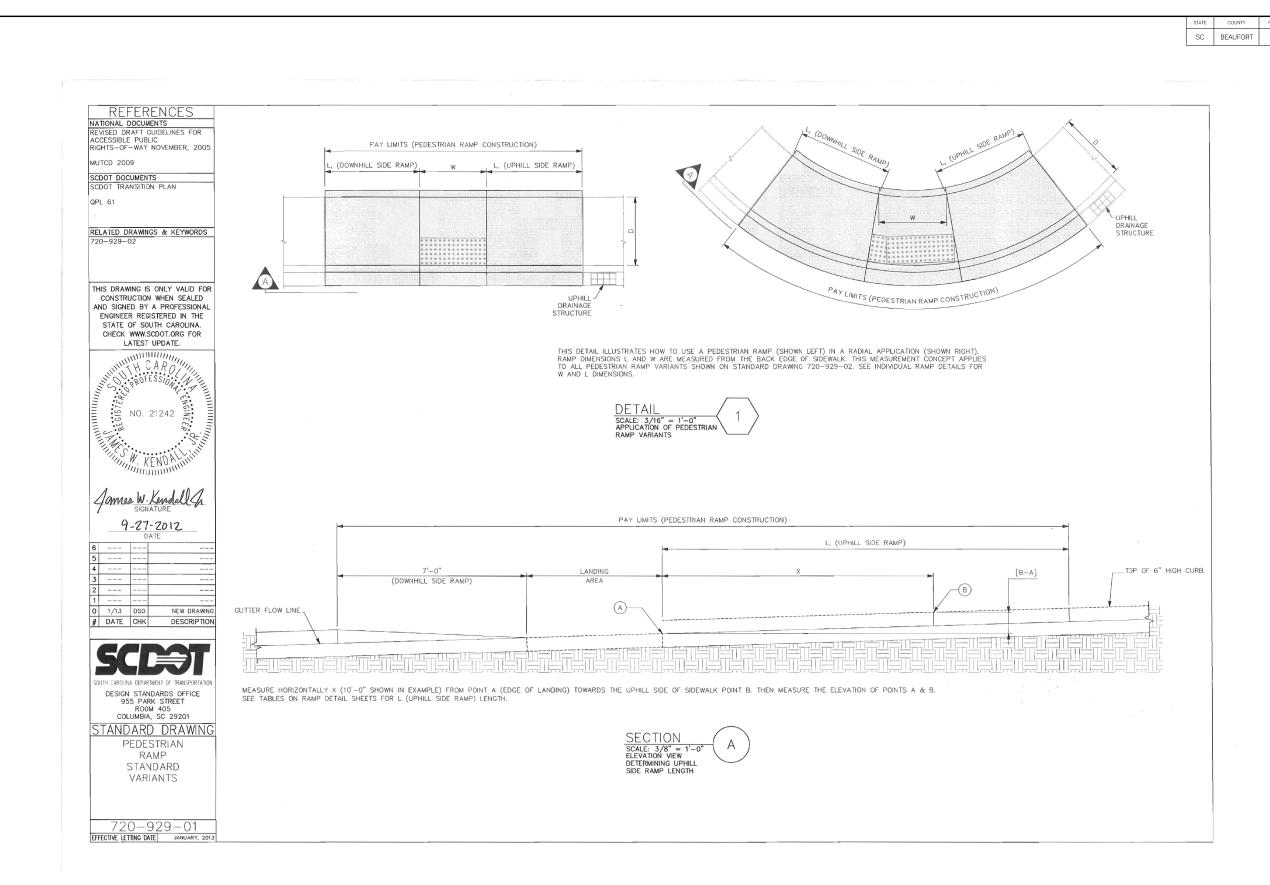


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BEUAFORT COUNTY CITY OF BEAUFORT

WHITEHALL DRIVE BOARDWALK SUMMARY OF ESTIMATED QUANTITIES

SHEET 2 SCALE: N



IEINFRASTRUCTURE CONSULTING & ENGINEERING





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BEAUFORT COUNTY CITY OF BEAUFORT

WHITEHALL DRIVE BOARDWALK DETAIL SHEET

SHEET 3A SCALE: NTS

٦	STATE	COUNTY	FILE NO.	PROJECT NO.	ROUTE NO.	SHEET NO,
ı	SC	BEAUFORT			US-21 BUS	5

GENERAL NOTES

GENERAL CONSTRUCTION NOTES

THE CITY ADMINISTRATOR MUST SPECIFICALLY AUTHORIZE CHANGES INVOLVING INCREASED COST OF THE PROJECT OR CHANGES IN ALIGNMENT. THE DIRECTOR OF PROJECTS & PUBLIC FACILITIES IS PERMITTED UNDER THE DIRECTION OF THE CITY ADMINISTRATOR TO AUTHORIZE MINOR ALTERATIONS NOT IN CONFLICT WITH THE STANDARD PRACTICES OF THE CITY, FORWARD INFORMATION ON ANY PROPOSED CHANGES IN ALIGNMENT TO THE CITY OFFICE AS SOON AS POSSIBLE.

SEE INDIVIDUAL CURVES ON REFERENCE DATA SHEET FOR SUPERELEVATION RATE AND DESIGN SPEED AS APPLICABLE

THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM AVAILABLE INFORMATION AND ARE PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF THE UTILITIES INFORMATION SHOWN ON THE DRAWINGS. IT IS THEREFORE THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THAT THE PROPER COORDINATION WITH THE VARIOUS UTILITY OWNERS HAS BEEN PERFORMED.

THE CONTRACTOR SHALL COOPERATE WITH THE UTILITY OWNERS DURING RELOCATION OPERATIONS. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN CROSSING AN UNDERGROUND UTILITY WHETHER SHOWN ON THE DRAWINGS OR LOCATED BY THE UTILITY COMPANY. COST OF DAMAGES TO ANY UTILITIES AS A RESULT OF CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

ALL WORKMANSHIP AND MATERIALS USED ON THIS PROJECT SHALL CONFORM TO THE SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2007 EDITION), SCDOT 2007 SUPPLEMENTAL SPECIFICATIONS, SCDOT SUPPLEMENTAL TECHNICAL SPECIFICATIONS IN EFFECT AT THE TIME OF LETTING, AND SCDOT 2009 STANDARD DRAWINGS EXCEPT WHERE OTHERWISE NOTED IN THE PLANS

ALL EXISTING ROAD SIGNS AFFECTED BY CONSTRUCTION ACTIVITIES SHALL BE RETAINED, RELOCATED, OR REMOVED AS DIRECTED BY ENGINEER. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM COST FOR CLEARING AND GRUBBING.

ALL NEW SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND SCDOT STANDARD DRAWINGS, NEW 2P & 3P SIGN SUPPORTS REQUIRED FOR RELOCATED SIGNS WILL BE PAID PER LINEAR FOOT INSTALLED AND ACCEPTED.

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN ALL NECESSARY PROVISIONS FOR TRAFFIC CONTROL FOR THE DURATION OF THE PROJECT, THESE PROVISIONS, AS IN EACH CASE IS APPLICABLE, WILL CONFORM TO THE REQUIREMENTS CONTAINED IN THE SCDOT STANDARD SPECIFICATIONS, STANDARD DRAWINGS, SUPPLEMENTAL SPECIFICATIONS, SPECIAL PROVISIONS, THE FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, AND AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL SUBMIT THE TRAFFIC CONTROL PLAN TO THE CITY FOR APPROVAL BEFORE BEGINNING CONSTRUCTION.

THE LUMP SUM COST FOR TRAFFIC CONTROL SHALL INCLUDE ALL WORK AS DIRECTED ABOVE. THIS LUMP SUM COST SHALL INCLUDE TEMPORARY CONSTRUCTION SIGNS, BARRICADES, DRUMS, CONES, LIGHTS, AND OTHER ITEMS AS REQUIRED TO COMPLETE THIS WORK.

CONTRACTOR SHALL REFER TO SCDOT STD. DWG. 605-010-02 FOR PLACEMENT OF PERMANENT CONSTRUCTION SIGNS. THIS PROJECT REQUIRES TWO (2) SCHEME C. SIGNS SHALL BE PAID FOR PER SQUARE FOOT INSTALLED AND ACCEPTED UNDER THE BID ITEM FOR PERMANENT CONSTRUCTION SIGNS

NARRATIVE DESCRIPTION

THIS PROJECT CONSTRUCTS A PEDESTRIAN BOARDWALK CONNECTING US-21 TO ABANDONED WHITEHALL DRIVE ROADBED OVER A TRIBUTARY OF THE BEAUFORT RIVER. NO ADDITIONAL DRAINAGE STRUCTURES WILL BE INSTALLED.

THE SITE CONNECTS THE TWO ROADWAY EMBANKMENTS CONSISTING OF GRASSY LANDSCAPED AREAS. WEB SOIL SURVEY WAS USED TO DETERMINE THE SOIL CONDITIONS AT THIS SITE. THE SOILS ARE PREDOMINANTLY SANDY

THE SEDIMENT CONTROL PLAN INCLUDES FOLLOWING THE EROSION CONTROL NOTES AND SEQUENCE OF CONSTRUCTION BY PLACING SILT FENCE AROUND THE PERIMETER AND PLACING WEIGHTED TYPE F INLET TUBES AT ALL ADJACENT

SEQUENCE OF CONSTRUCTION

1. OBTAIN NPDES COVERAGE FROM DHEC AND FINAL MS4 APPROVAL FROM THE CITY OF BEAUFORT DEPARTMENT OF PUBLIC WORKS.

2. NOTIFY SC DHEC REGIONAL OFFICE AND THE CITY OF BEAUFORT DEPARTMENT OF PUBLIC WORKS 48 HOURS PRIOR TO ANY LAND DISTRIBURG ACTIVITIES

3. INSTALL TREE PROTECTION AND DELINEATE CLEARING LIMITS.

4. CLEARING & GRUBBING ONLY AS NECESSARY FOR INSTALLATION OF PERIMETER CONTROLS (E.G. SILT FENCE).

5. INSTALL PERIMETER CONTROLS (E.G. SILT FENCE).

6. PROVIDE SITE DRAINAGE WITH DIVERSION DITCHES, SWALES AND DRAINS.

7. CLEARING AND GRUBBING OF SITE (SEDIMENT & EROSION CONTROL MEASURES FOR THESE AREAS MUST ALREADY BE INSTALLED.

8. STRIP TOP SOIL AND STOCKPILE FOR LATER USE ON SHOULDERS AND SLOPES PER SECTION 209 OF THE STANDARD SPECIFICATIONS. "ALL DISTURBED AREA (ANY AREA OF LAND THAT WILL BE DISTURBED DURING CONSTRUCTION, THAT INCLUDES CLEARING, GRUBBING, STOCK PILING AND INSTALLATION OF ANY BMPS (SILT FENCE, SWALES, CHECK DAMS, ETC) MUST BE INCLUDED WITHIN THE LIMITS OF DISTURBANCE."

9. ROUGH GRADING.

10. FINE GRADING.

11. CONSTRUCT CURB & GUTTER.

12. CONSTRUCT SIDEWALK

13. FINISH GRADING AND FINAL GRASSING AND LANDSCAPING.

14. MAINTAIN ALL SEDIMENT AND EROSION CONTROL DEVICES FOR THE EXTENT OF THE PROJECT.

15. REMOVAL OF SEDIMENT CONTROLS AFTER SITE HAS BEEN STABILIZED.

16. CONTACT THE CITY OF BEAUFORT DIRECTOR OF PROJECTS & PUBLIC FACILITIES

17. FILE NOTICE OF TERMINATION.





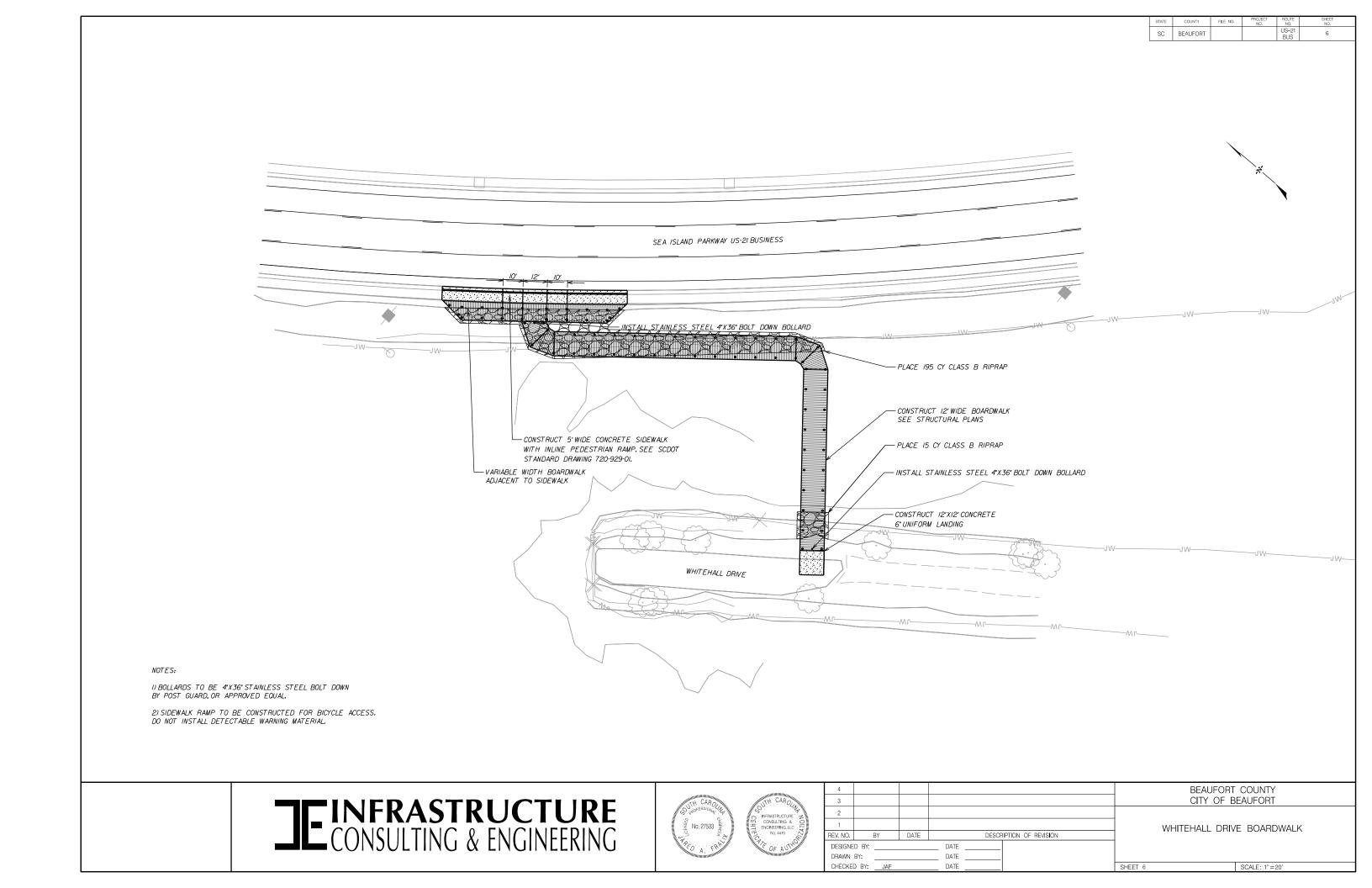


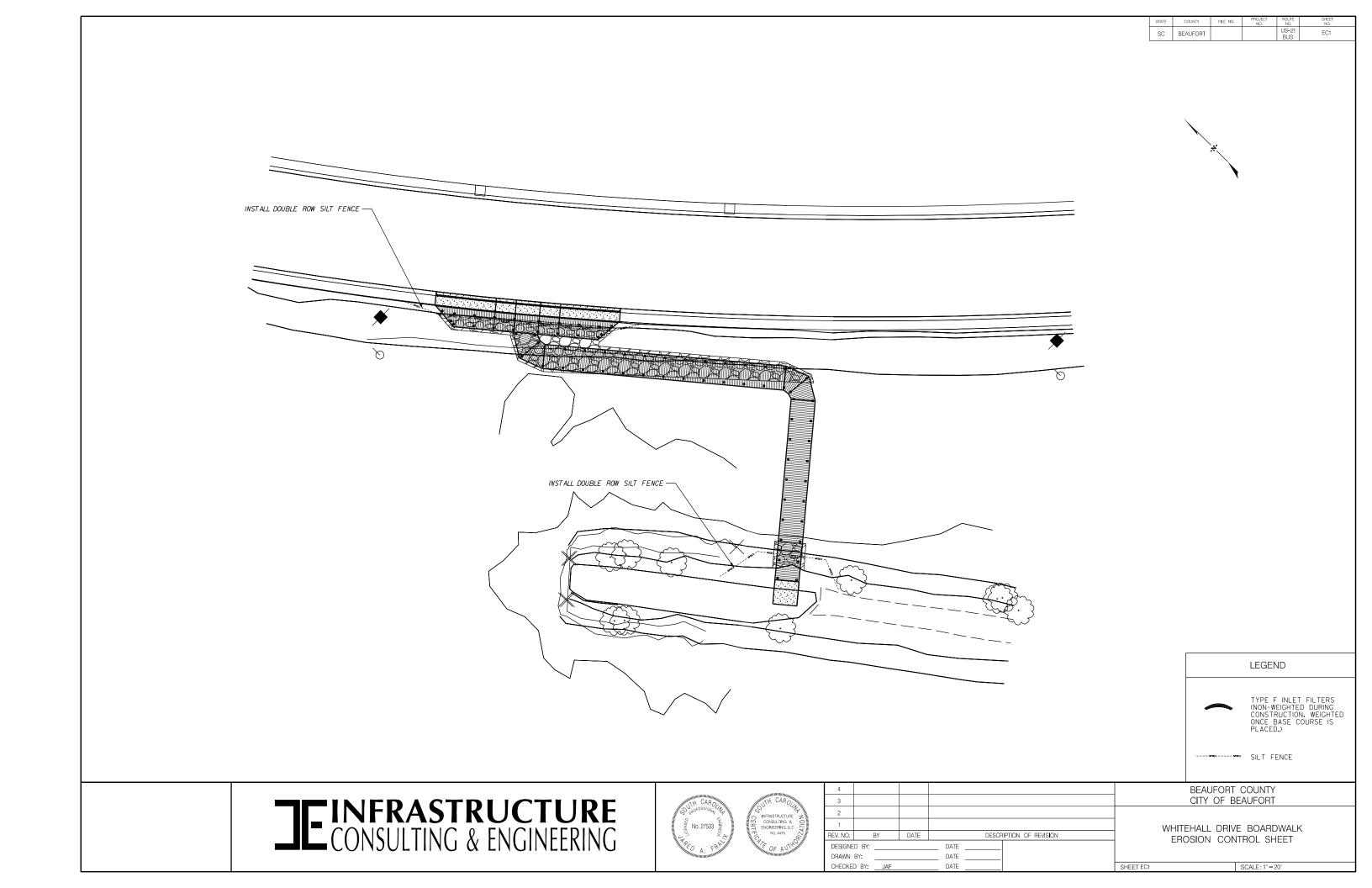
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CHECKE	D BY: JAF		DATE	SHEE

BEAUFORT COUNTY CITY OF BEAUFORT

WHITEHALL DRIVE BOARDWALK GENERAL CONSTRUCTION NOTES

SHEET 5 SCALE: NTS





GENERAL NOTES

- I. THE GENERAL NOTES ARE INTENDED TO AUGMENT THE CONSTRUCTION DRAWINGS. SHOULD CONFLICTS EXIST BETWEEN THE DRAWINGS AND GENERAL NOTES, THE STRICTEST PROVISION SHALL GOVERN. SHOULD CONFLICTS ARISE BETWEEN MANUFACTURER RECOMMENDATIONS AND THE CONSTRUCTION DRAWINGS AND/OR GENERAL NOTES, ENGINEER SHALL BE CONTACTED FOR CLARIFICATION.
- 2. CONSTRUCTION METHODS, MEANS, TECHNIQUES, SEQUENCES, PROCEDURES AND SAFETY ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR IS RESPONSIBLE FOR SHORING AND BRACING OF ALL ELEMENTS UNTIL THE STRUCTURE IS COMPLETE.
- 3. CONTRACTOR SHALL REVIEW AND CHECK SHOP DRAWINGS BEFORE SUBMITTAL TO ENGINEER. CONTRACTOR REMAINS SOLELY RESPONSIBLE FOR ERRORS AND OMISSIONS ASSOCIATED WITH THE PREPARATION OF SHOP DRAWINGS AS THEY PERTAIN TO MEMBER SIZES, DETAILS, AND DIMENSIONS SPECIFIED IN THE CONTRACT DOCUMENTS.
- 4. THE WATER ELEVATIONS SHOWN IN THE PLANS ARE FOR INFORMATION ONLY AND THE ACTUAL WATER ELEVATION DURING CONSTRUCTION MAY VARY DEPENDING ON WEATHER CONDITIONS AND SEASONAL FLUCTUATIONS.
- 5. WORK CONSISTS OF THE FOLLOWING:
- 5.1. TIMBER PIERHEAD AT SIDEWALK W/ ADA TRANSITIONS5.2. SLOPING 12' WIDE TIMBER BOARDWALK
- 6. CONTRACTOR IS TO VERIFY THE CONDITIONS AT THE SITE AS THEY PERTAIN TO HIS WORK, INCLUDING ACCESSIBILITY, AREA FOR DELIVERY AND STORAGE OF MATERIALS, ETC. PRIOR TO SUBMITTAL OF BID.
- 7. CONTRACTOR SHALL VISIT THE SITE PRIOR TO BID TO BETTER UNDERSTAND THE SITE CONDITIONS.
- 8. CONTRACTOR SHALL USE EXTREME CARE TO MINIMIZE ANY ADVERSE IMPACT OR DAMAGE TO THE NATIVE VEGETATION IN THE AREA DURING THE CONSTRUCTION. ANY DAMAGE CAUSED BY THE CONTRACTOR'S WORK IS TO BE REPAIRED, AT THE EXPENSE OF THE CONTRACTOR, TO THE SATISFACTION OF THE ENGINEER.
- 9. CONTRACTOR'S WORK SHALL MINIMIZE IMPACTS TO THE MARSH/WETLANDS. ALL CONSTRUCTION DEBRIS AND MATERIALS SHALL BE REMOVED FROM THE MARSH FOLLOWING COMPLETION.
- IO. CONTRACTOR SHALL PLAN TO PERFORM WORK FROM A TRESTLE OR SIMILAR ELEVATED MEANS TO ENSURE HIGHER WATER ELEVATIONS IN THE MARSH WILL NOT PROHIBIT OR DELAY CONSTRUCTION.
- II. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS, TOOLS, AND EQUIPMENT REQUIRED TO PERFORM THE SCOPE OF WORK IDENTIFIED HEREIN.

DESIGN INFORMATION

- I. STRUCTURAL DESIGN CONFORMS TO THE REQUIREMENTS THE SOUTH CAROLINA STATE BUILDING CODE (IBC 2015 WITH MODIFICATIONS).
- 2. DESIGN LOADS AND PARAMETERS ARE AS FOLLOWS:
- A. DEAD LOADS:
- ACTUAL WEIGHT OF MATERIALS AND EQUIPMENT
- B. LIVE LOADS:
 - BOARDWALK / PIERHEAD

100 PSF

SUBGRADE PREPARATION

- I. CONTRACTOR SHALL REMOVE ALL DEBRIS IN THE WORK AREAS THAT MAY ADVERSELY IMPACT THE INTEGRITY OF THE SUPPORTS FOR THE VARIOUS STRUCTURES.
- 2. REMOVAL OF TREES, ROOTS, STUMPS ETC. MAY BE REQUIRED FOR INSTALLATION OF THE BOARDWALK AND SHALL BE INCLUDED IN THE SCOPE OF WORK.
- 3. CONSTRUCTION OF THE PIERHEAD AT SIDEWALK WILL REQUIRE CLEARING AND EXCAVATION OF THE BANK FOR INSTALLATION OF FRAMING. CONTRACTOR SHALL PROTECT BANK FROM WASHOUT, SCOUR, EROSION ETC. AND SHALL PREVENT UNDERMINING OF THE SIDEWALK.

TIMBER PILES

- I. UNLESS NOTED OTHERWISE, ALL TIMBER PILES SHALL BE SOUTHERN PINE CONFORMING TO ASTM D25. ALL TIMBER PILES SHALL BE CLEAN, PEELED PILES.
- 2. LENGTHS OF PILES SHALL BE AS SPECIFIED ON THE PLANS. CONTRACTOR TO ORDER PILES OF THE SPECIFIED LENGTHS.
- 3. UNLESS NOTED OTHERWISE, ALL TIMBER PILES SHALL BE TREATED WITH CCA 2.5 IN ACCORDANCE WITH AWPA C-3 FOR MARINE PILES.
- 4. THE FOLLOWING MEASUREMENTS ARE REQUIRED AFTER THE PILE HAS BEEN CUT OFF AND THE BARK REMOVED:
 - MIN. ø 3' FROM BUTT

 I2"

 8"
- 5. PILES ARE TO BE DRIVEN CONTINUOUSLY TO THE TIP ELEVATION OR LENGTH SPECIFIED WITHOUT INTERRUPTION. SPLICING OF THE PILES IS NOT PERMITTED.
- 6. SUBMIT A PILE DRIVING RECORD FOR EACH PILE, AS INSTRUCTED IN THE PILE SPECIFICATION, WITHIN THREE DAYS OF DRIVING.
- 7. SPECIAL CARE SHALL BE TAKEN TO AVOID BREAKING THE SURFACE OF THE PILES. CANT-HOOKS, DOGS, OR PILE-POLES SHALL NOT BE USED. THE CONTRACTOR SHALL COORDINATE HIS MATERIAL STORAGE AREAS AND EQUIPMENT WITH THE OWNER.
- 8. PILES SHALL BE CAREFULLY LOCATED TO THE LINES AND SPACINGS INDICATED ON THE DRAWINGS. PILE BUTTS SHALL NOT BE PULLED INTO REQUIRED LOCATION MORE THAN 2". EXTREME CARE SHALL BE EXERCISED IN THE LOCATING AND DRIVING OF PILES SO THAT OTHER PILES AND UTILITIES WILL NOT BE DAMAGED IN ANY WAY.
- 9. THE MAXIMUM PERMISSIBLE DEVIATION FROM THE INDICATED LOCATIONS SHALL BE NO MORE THAN 3" FOR ANY ONE PILE AND THE SUM OF THE DEVIATIONS FOR ANY TWO PILES SHALL NOT EXCEED 4". NO PILE SHALL BE OUT OF PLUMB MORE THAN 3" FOR IT'S ENTIRE LENGTH.
- IO. IF A PILE IS INSTALLED THAT EXCEEDS THE ALLOWABLE TOLERANCES SPECIFIED HEREIN, ENGINEER SHALL BE CONTACTED IMMEDIATELY. IF IT IS DETERMINED THAT THE OUT OF TOLERANCE IS CAUSED BY CONTRACTOR'S INSTALLATION, CONTRACTOR SHALL BE RESPONSIBLE FOR ANY REDESIGN EFFORTS THAT RESULT.

- II. ALL PILES SHALL BE CUT OFF AT THE REQUIRED ELEVATIONS AT A RIGHT ANGLE TO THE AXIS OF THE PILE. CUTTING SHALL BE PERFORMED IN A MANNER TO AVOID DAMAGE TO THE PILE BELOW THE CUTOFF ELEVATION. COAT ALL CUTS WITH CCA 2.5 IN ACCORDANCE WITH AWPA C-3.
- 12. SHORTENING OF A PILE LENGTH BY MORE THAN 6" SHALL NOT BE PERFORMED WITHOUT PRIOR AUTHORIZATION FROM ENGINEER.
- 13. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR FIELD ENGINEERING REQUIRED FOR HIS CONSTRUCTION, FURNISHING ALL LINES, GRADES AND CONTROL POINTS.
- 14. FOR PROTECTION OF THE PILE HEAD, A I" THICK STEEL PLATE SHALL BE INSERTED BETWEEN THE HEAD OF THE PILE AND THE HAMMER PLUNGER.
- 15. ALL MISCELLANEOUS METAL HARDWARE SHALL BE HOT DIP GALVANIZED PER ASTM A153.
- 16. INSTALLATION OF PILES MUST BE PERFORMED WITH A DIESEL HAMMER. INSTALLATION WITH A VIBRATORY HAMMER IS NOT PERMITTED.
- 17. PILE LOAD TESTS ARE NOT REQUIRED FOR THIS PROJECT, PROVIDED THE PILES ARE INSTALLED TO THE SPECIFIED LENGTHS.

TIMBER CONSTRUCTION

- I. UNLESS NOTED OTHERWISE, ALL DESIGN, DETAILING AND ERECTION OF TIMBER FRAMING SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF:
- A. AMERICAN INSTITUTE OF TIMBER CONSTRUCTION TIMBER CONSTRUCTION MANUAL

 B. AMERICAN WOOD COUNCIL NATIONAL DESIGN SPECIFICATION FOR WOOD

 CONSTRUCTION
- 2. ALL LUMBER SHALL BE SOUTHERN PINE, NO.I GRADE, DRESSED, AND GRADED IN ACCORDANCE WITH SOUTHERN PINE INSPECTION BUREAU'S "GRADING RULES" AND WITH A MOISTURE CONTENT OF 19 PERCENT MAX AT TIME OF DELIVERY TO THE PROJECT SITE. ALL LUMBER NOT REQUIRED TO BE KILN DRIED AFTER TREATMENT (KDAT) SHALL BE KILN DRIED BEFORE TREATMENT.
- 3. UNLESS NOTED OTHERWISE, ALL LUMBER AND TIMBER SHALL BE TREATED IN ACCORDANCE WITH THE FOLLOWING:

3.I.	PILE CAPS	2.5 CCA
3.2.	HANDRAIL POSTS	O.15 CAC
3.3.	STRINGERS	0.60 CCA
3.4.	CROSS BRACING	2.5 CCA
3.5.	TOP CAP OF HANDRAIL	O.15 CAC, KDAT 19%
3.6.	RAILS OF HANDRAIL	O.15 CAC, KDAT 19%
3.7.	DECKING	O.15 CAC, KDAT 19%

- 4. ALL TIMBER HARDWARE SHALL BE HOT DIP GALVANIZED UNLESS NOTED OTHERWISE.
- 5. BOLTS SHALL CONFORM TO ASTM A325/A325M
- 6. ALL SIMPSON CONNECTORS SPECIFIED (OR APPROVED EQUALS) SHALL BE STAINLESS STEEL. IF PRODUCT IS NOT OFFERED IN STAINLESS STEEL, GALVANIZED SHALL BE USED. ENGINEER MUST APPROVE ANY PROPOSED SUBSTITUTES.
- 7. WHERE PRACTICAL, CUT TIMBER TO REQUIRED LENGTH WITH STRAIGHT CUTS AND NO SPLINTERED EDGES, AND DRILL HOLES PRIOR TO PRESERVATIVE TREATMENT TO MINIMIZE TREATING CUTS AND HOLES IN THE FIELD.
- 8. ERECT TIMBER WORK PLUMB AND LEVEL WITH TIGHT JOINTS BETWEEN ALL MEMBERS. TIGHTEN BOLTS SUFFICIENTLY TO BRING ALL BEARING SURFACES INTO CONTACT.
- 9. EXERCISE CARE WHEN HANDLING TIMBER TO AVOID SURFACE AND STRUCTURAL DAMAGE. DO NOT USE CANT HOOKS, DOGS, OR PIKE POLES FOR HANDLING TIMBER.
- IO. STORE TIMBER UNDER COVER, ABOVE GROUND AND KEEP FREE FROM DIRT, GREASE OR OTHER FOREIGN MATTER. STACK TIMBER IN A MANNER THAT WILL PREVENT LONG TIMBERS FROM SAGGING OR BECOMING CROOKED.

GEOTEXTILE FILTER FABRIC

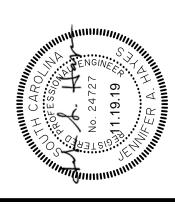
- I. FOLLOWING SUBGRADE PREPARATION OF BANK, GEOTEXTILE FILTER FABRIC SHALL BE INSTALLED AND SECURED ON TOP OF ALL SURFACES RECEIVING STABILIZATION MATERIAL.
- 2. GEOTEXTILE FABRIC UNDER STABILIZATION MATERIAL SHALL BE NEEDLE-PUNCHED, NON-WOVEN FABRIC, CONFORMING TO THE PHYSICAL PROPERTIES IDENTIFIED BY SCDOT FOR CLASS 2 FABRIC UNPROTECTED.
- 3. GEOTEXTILE FABRIC SHALL BE RESISTANT TO ULTRAVIOLET & BIOLOGICAL DEGRADATION AND NATURALLY ENCOUNTERED CHEMICALS, ALKALIS AND ACIDS.
- 4. ALL FOLDS AND WRINKLES SHALL BE REMOVED FROM THE GEOTEXTILE FABRIC PRIOR TO PLACEMENT OF STABILIZATION MATERIAL. THERE SHALL BE NO VOIDS OR AIRSPACE BETWEEN THE GEOTEXTILE FABRIC AND THE SUBGRADE. ONCE THE GEOTEXTILE FABRIC IS PLACED, THE WORK AREA SHALL NOT BE DISTURBED.
- 5. JOINTS BETWEEN GEOTEXTILE FABRIC STRIPS SHALL BE J-LAP SEWED SEAM JOINTS.
- 6. GEOTEXTILE FABRIC SHALL EXTEND A MINIMUM OF 6 INCHES BEYOND THE TOP, TOE AND SIDE TERMINATION POINTS OF THE STABILIZATION MATERIAL. PLACING UNDER WATER WILL BE REQUIRED.
- 7. TO MAINTAIN POSITION AND JOINT INTEGRITY OF GEOTEXTILE FABRIC, PRIOR TO PLACEMENT OF THE STABILIZATION MATERIAL, WEIGHTS SUCH AS SAND FILLED BAGS SHALL BE USED.
- 8. CONTRACTOR SHALL TAKE CARE TO ENSURE THAT THE GEOTEXTILE FABRIC IS NOT RIPPED, TORN OR PENETRATED BY SHARP OBJECTS AT ANY TIME DURING CONSTRUCTION.
- 9. CONTRACTOR SHALL COVER THE FABRIC WITH THE SPECIFIED STABILIZATION MATERIAL BEFORE DAMAGE OR DETERIORATION FROM ULTRAVIOLET LIGHT OCCURS. FABRIC NOT COVERED WITHIN 30 CALENDAR DAYS OF PLACEMENT SHALL BE REMOVED AND REPLACED.

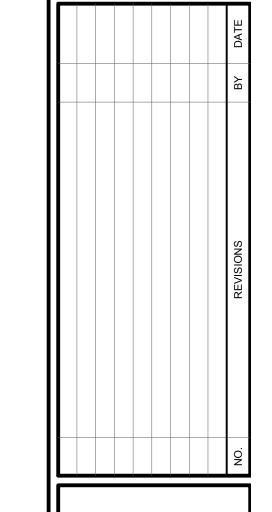
STABILIZATION MATERIAL - RIP RAP

- I. RIP RAP SHALL BE SCDOT CLASS A.
- 2. PROVIDE HARD QUARRY STONE OR CRUSHED CONCRETE THAT DOES NOT DISINTEGRATE ON EXPOSURE TO WATER OR WEATHERING.
- 3. STONE SHALL HAVE A MAX SODIUM SULFATE CONTENT OF 15%, AS TESTED IN ACCORDANCE WITH AASHTO TIO4.
- 4. ENSURE THAT THE EQUIPMENT NECESSARY FOR THE PROPER CONSTRUCTION OF THE WORK

- IS IN ACCEPTABLE WORKING CONDITION AND HAS BEEN APPROVED BY THE ENGINEER PRIOR TO COMMENCEMENT.
- 5. PROVIDE SUFFICIENT EQUIPMENT REQUIRED TO PERFORM THE WORK IN ACCORDANCE WITH THE PROJECT SCHEDULE AND COMPLETION OF THE WORK IN THE SPECIFIED TIMEFRAME.
- 6. SHAPE AND GRADE THE SLOPE OR AREA ON WHICH THE STABILIZATION MATERIAL IS PLACED TO THE APPROXIMATE LINES, GRADES, THICKNESS AND/OR GENERAL SECTIONS SHOWN ON THE PLANS, OR AS OTHERWISE APPROVED BY THE ENGINEER.
- 7. PLACE STABILIZATION MATERIAL EITHER MECHANICALLY OR BY HAND (AS LOCATION WILL ALLOW), SUCH THAT THE LARGER STONES ARE WELL DISTRIBUTED, AND THE ENTIRE MASS OF STONE CONFORMS TO THE SPECIFIED GRADATION.
- 8. PLACE STABILIZATION MATERIAL WITH THE SMALLEST PERCENTAGE OF VOIDS AS POSSIBLE AND PRACTICAL.
- 9. PLACE STABILIZATION MATERIAL TO ITS FULL THICKNESS IN AN OPERATION AND MANNER THAT AVOIDS DISPLACING THE UNDERLYING FINE MATERIALS.
- IO. WHEN PLACING MATERIAL ON THE FABRIC, CONTRACTOR SHALL LIMIT THE HEIGHT OF DROP IN ORDER TO PREVENT DAMAGE TO THE FABRIC. CONTRACTOR SHALL REPAIR ANY RIPS OR TEARS IN THE FABRIC.







HUTTON

ohnnie Dodds Blvd. • Suite 100

easant, SC 29464 • 843.849.0200

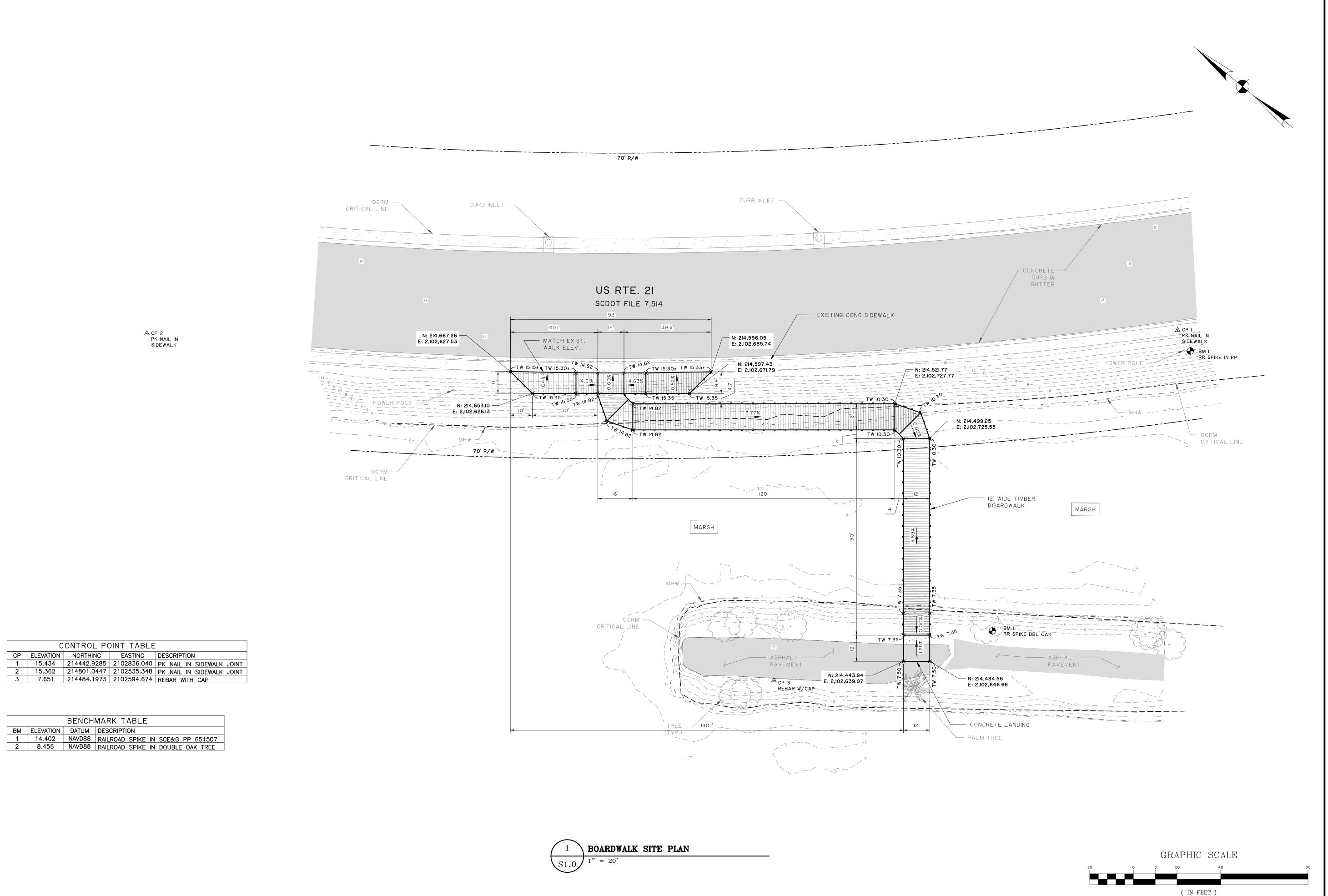
682 Johnnie Dodds Blvd
Mt. Pleasant, SC 29464 •

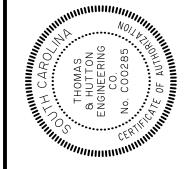
ITEHALL PARK BOARDWALK

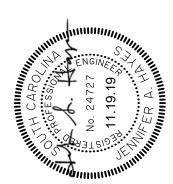
JOB NO: J- 27760.0
DATE: 11/19/2019
DRAWN: RAS
DESIGNED: JAH
REVIEWED: JAH
APPROVED: JAH

SCALE: 1" = 50'

SO.0







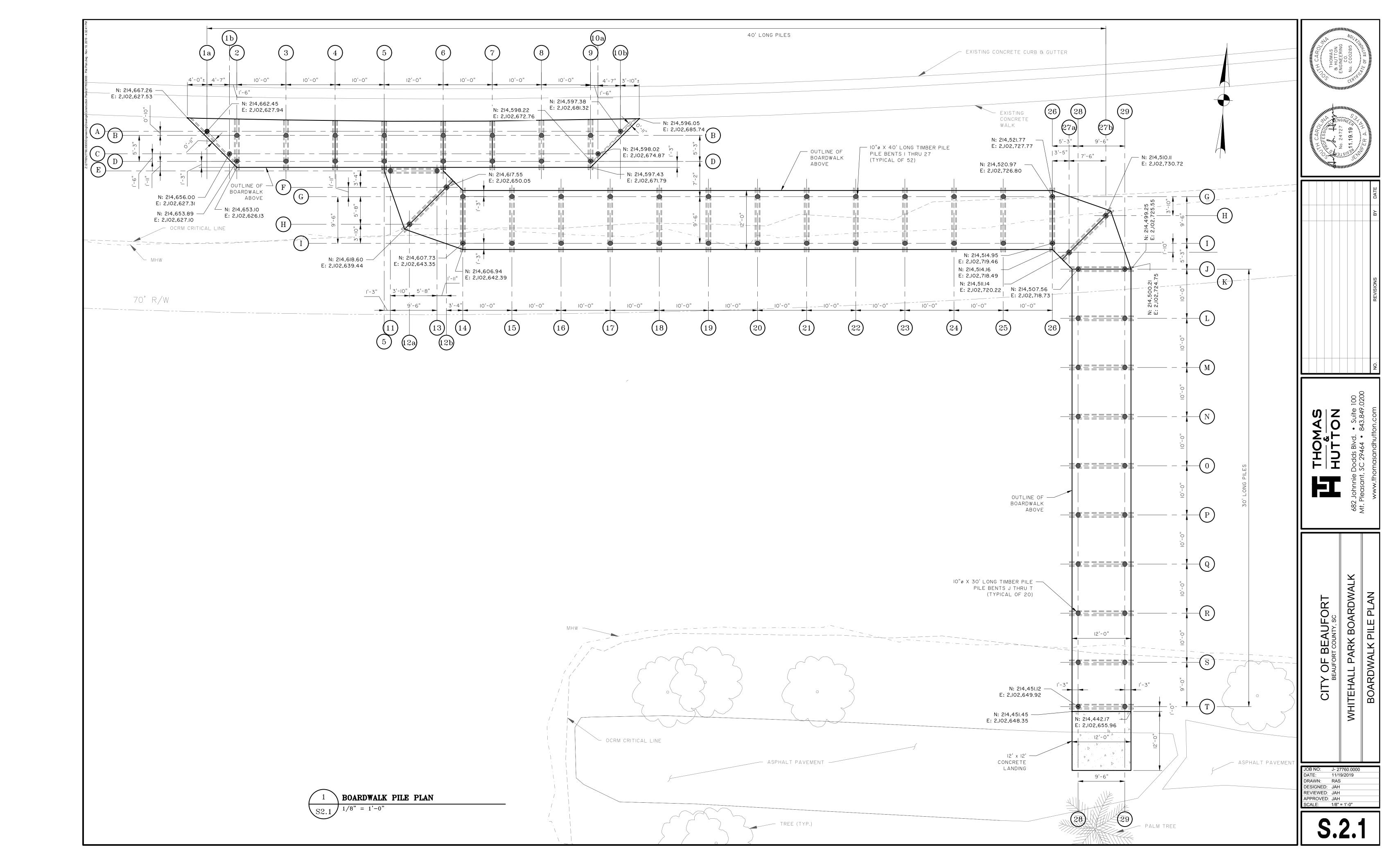
				DATE	
				ВҮ	
				REVISIONS	

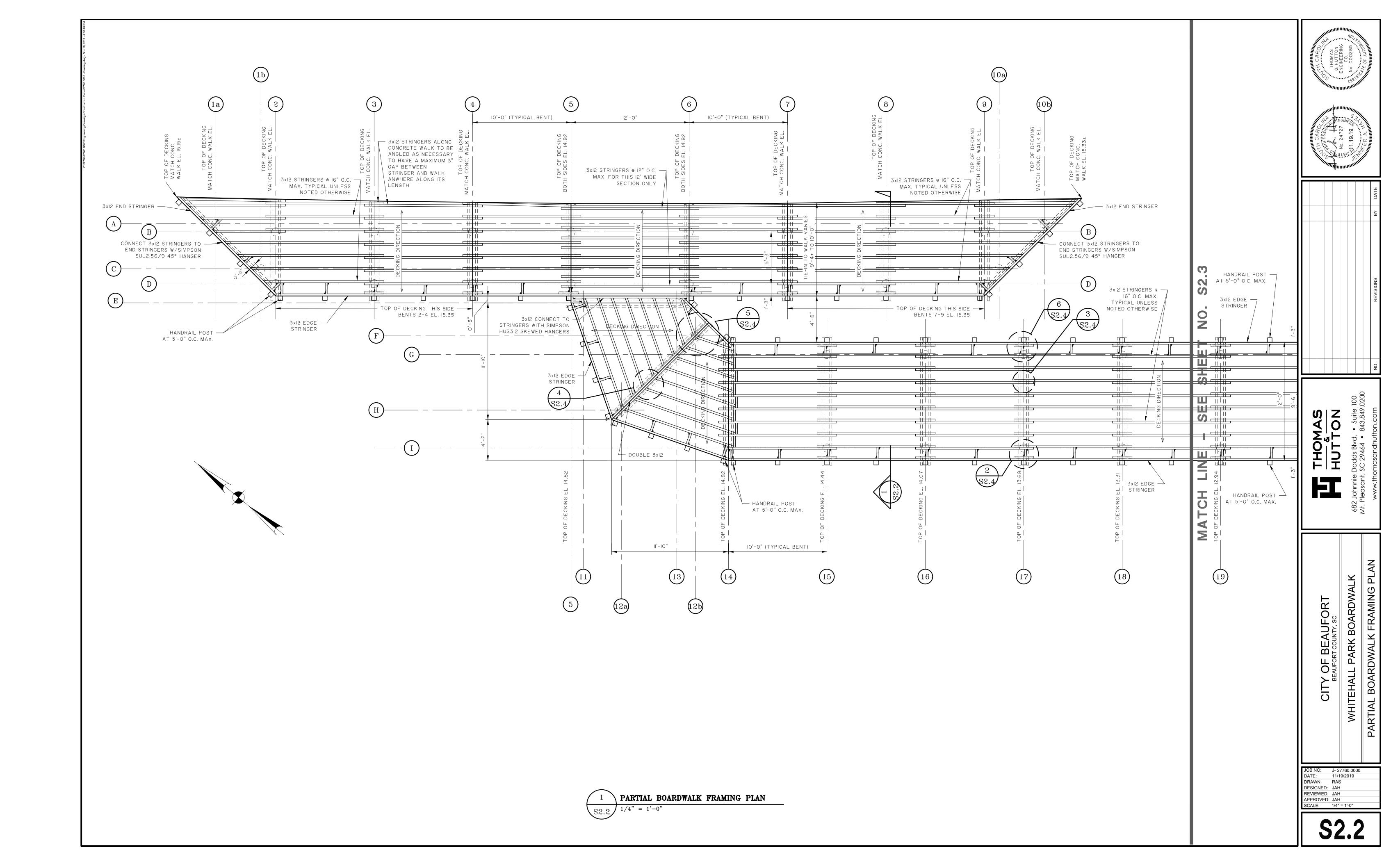
BOARDWALK AUFORT

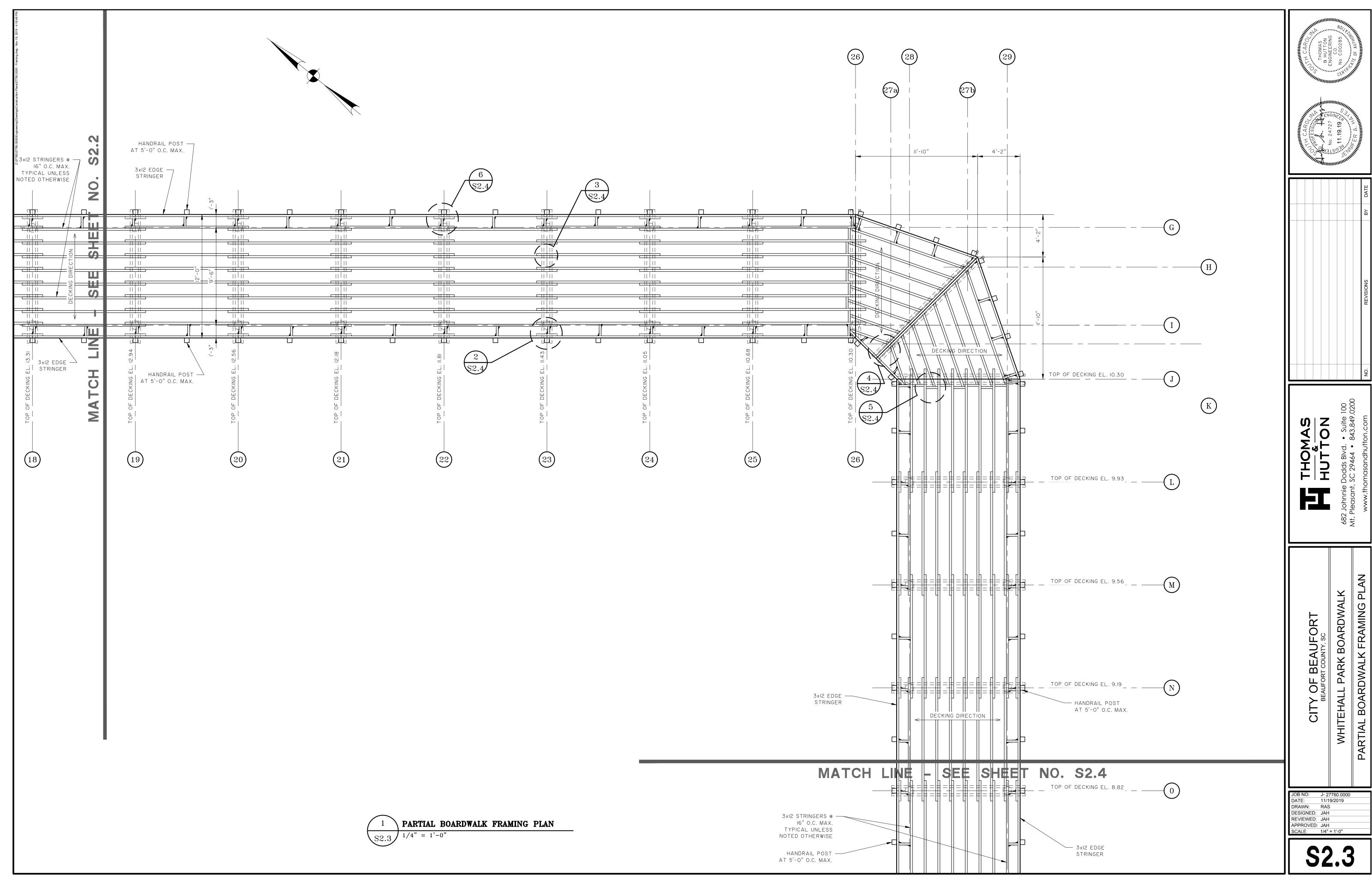
WHITEHALL

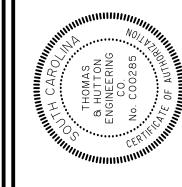
DRAWN: RAS
DESIGNED: JAH
REVIEWED: JAH APPROVED: JAH
SCALE: I" = 20'

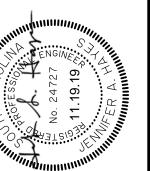
1 inch = 20 ft.

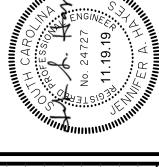


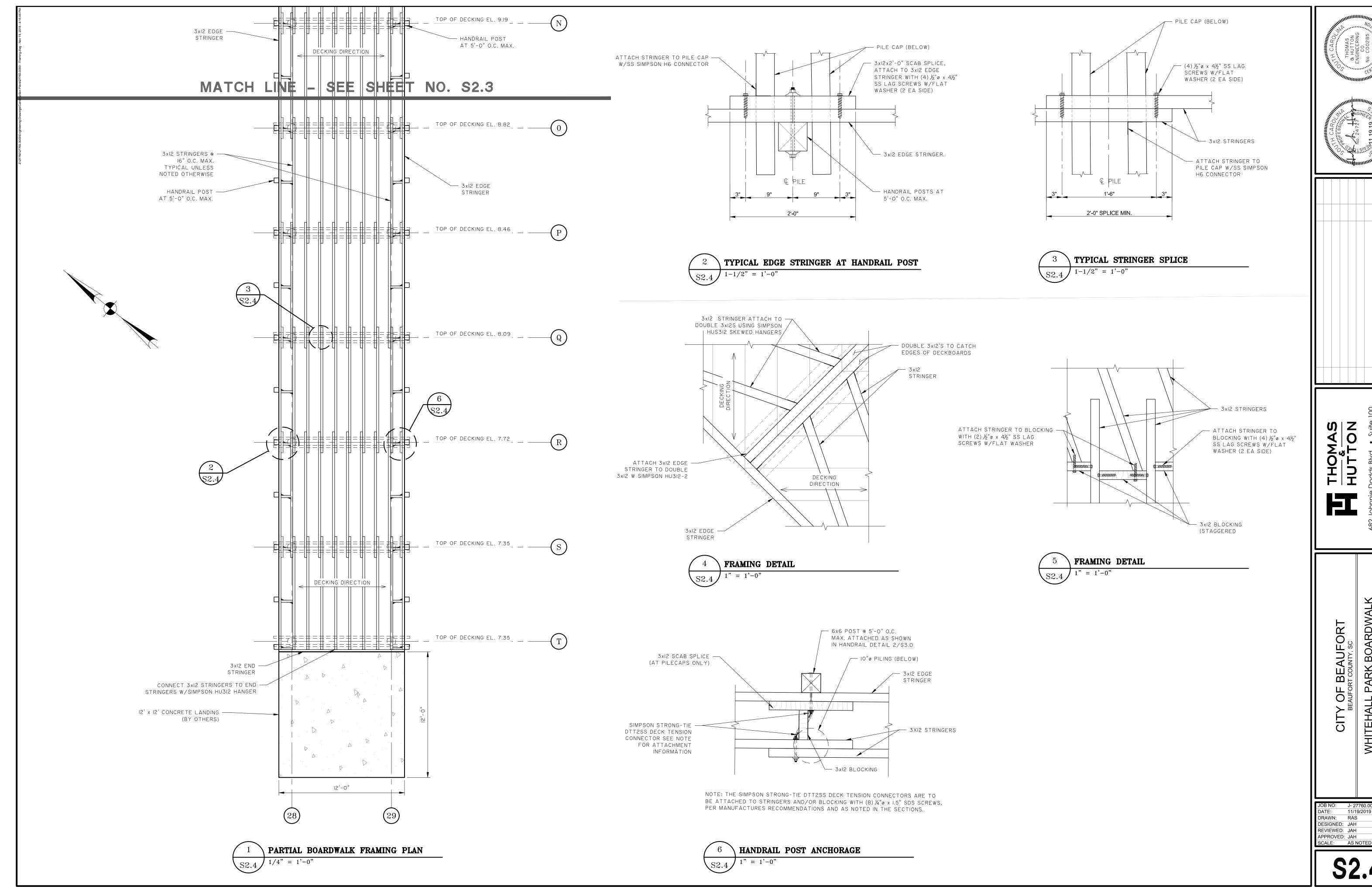


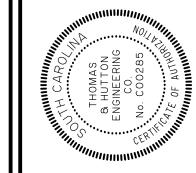


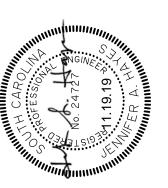


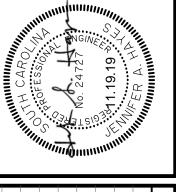


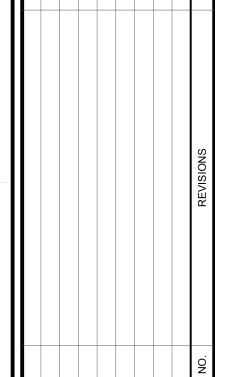






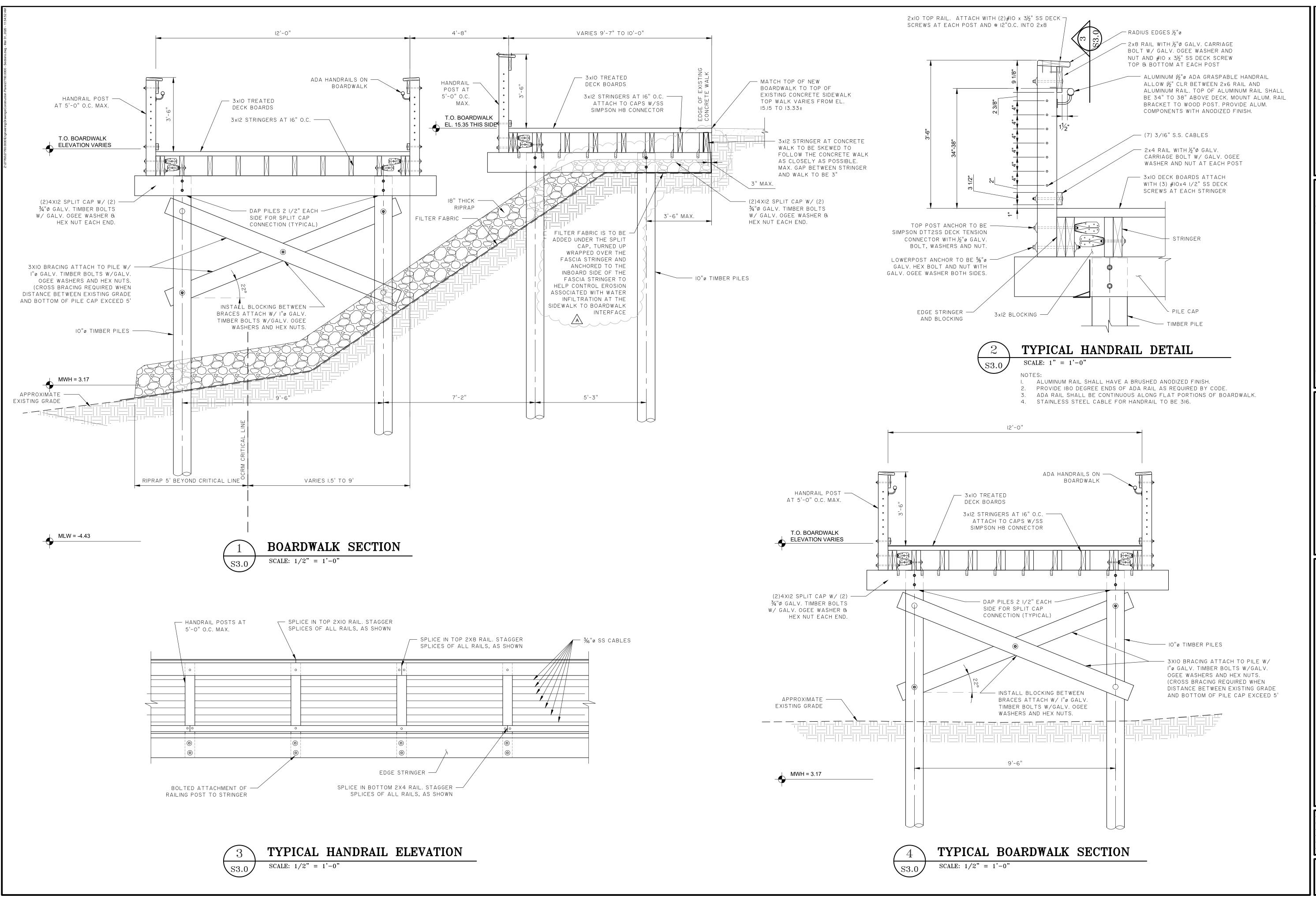




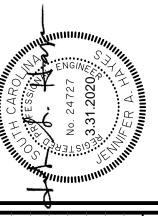


の Z THOMAS HUTTOI

DESIGNED: JAH



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A REVISED FILTER FABRIC UNDER THE BOARDWALK AT THE SIDEWALK

NO. REVISIONS

BY DA

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CITY OF BEAUFORT

BEAUFORT COUNTY, SC

TEHALL PARK BOARDWALK

JOB NO: J- 27760.000
DATE: 11/19/2019
DRAWN: RAS
DESIGNED: JAH
REVIEWED: JAH
APPROVED: JAH
SCALE: AS NOTED

S3.0