

INDEX OF SHEETS

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SOUTH CAROLINA STATE HIGHWAY DEPARTMENT COLUMBIA

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

FILE: 41.377 PROJ: C-377

ROAD S-610

FROM: ROAD S-154 TO: U.S. RT. 178

SALUDA COUNTY



SCALE: PLAN AND PROFILE 1 INCH = 100 FEET HORIZONTAL 1 INCH = 10 FEET VERTICAL

FILE NO.	STATE	COUNTY	DOCKET NO.	PROJ. NO.	ROAD NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	Saluda	41.377	C-377	S-610	1	9 12

SUMMARY OF ESTIMATED QUANTITIES

EARTHWORK	Road S-610	Units
Clearing and Grubbing within Roadway	Nec.	L. S.
Clearing and Grubbing of Barrens and Material Pits	0.5	Acres
Unclassified Excavation	1,598	C.Y.
Overhaul	1,590	C.Y.H.M.
Selected Material for Shoulders	265	C.Y.
BASE COURSE		
Macadam Base Course (4" Uniform) Without Prime	6556	S.Y.
SURFACING		
Bituminous Surfacing (Triple Treatment (Special)) Without Prime	6267	S.Y.
STRUCTURES		
15" R.C. Pipe Culvert	148	L.F.
18" R.C. Pipe Culvert	108	L.F.
15" Relaid Pipe Culvert	42	L.F.
INCIDENTALS		
Reset Fences	308	L.F.
Seeding (Unmulched)	2,500	M.S.Y.
Fertilizer 4-12-12	0.3	Tons
Lime	0.60	Tons
Nitrogen (Actual)	30	Lbs.

File 41.377 Proj. C-377 Road S-610
Sta. 0+10 to Sta. 26+05.2
See Sheets No. 5-6

LEGEND
PROPOSED PROJECT
OTHER ROADS

CONVENTIONAL SIGNS

State Line	Trolley Poles
County Line	Power Poles
City or Town Limits	Telephone or Telegraph Poles
Property Line	Marsh
Fence	Trees
Retaining Wall	Brush
Existing Road	Stumps
℄ and R.O.W. Lines of	Buildings
Proposed Road	Bridge
Railroad	Concrete Box Culvert
Levee or Embankment	Pipe Culvert
Guard Rail	Drop Inlet and Culvert
Point of Intersection (P.I.)	Hub on Center Line

LAYOUT

Scale 1 inch = 5280 feet Road S-610

Net Length of Roadway	0.492	Miles
" " " Bridges		Miles
" " " Project	0.492	Miles
Length of Exceptions		Miles
Gross Length of Project	0.492	Miles

Equalities in Stationing - None

Note: All workmanship and material on this project to conform with South Carolina State Highway Department Standard Specifications for Highway Construction dated 1973

RECOMMENDED BY
J.B. Brumby 7-10-74
SUBMITTED BY
L.B. Taylor 9-10-74

APPROVED:
Paul W. Cobb 9-10-74
STATE HIGHWAY ENGINEER DATE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
RECOMMENDED FOR APPROVAL:
DISTRICT ENGINEER DATE
APPROVED:
DIVISION ENGINEER DATE

SQUAD #5 H.O.T.

TYPICAL SECTIONS

FOR

EARTH TYPE BASE COURSE AND BITUMINOUS SURFACING

Scale: 1/4" = 1'-0"

Should it become necessary to widen cuts to obtain borrow, the slope of 1:1 shall be flattened thereby keeping ditch lines a uniform distance from the center of the roadway.

Ditch may be varied at the discretion and in the manner prescribed by the Engineer.

VARIABLE
Minimum 5'-0" for ditches not more than 3'-0" in depth. For greater depth 3 ft. the berm distance shall be not less than 1/3 times the depth of the ditch.

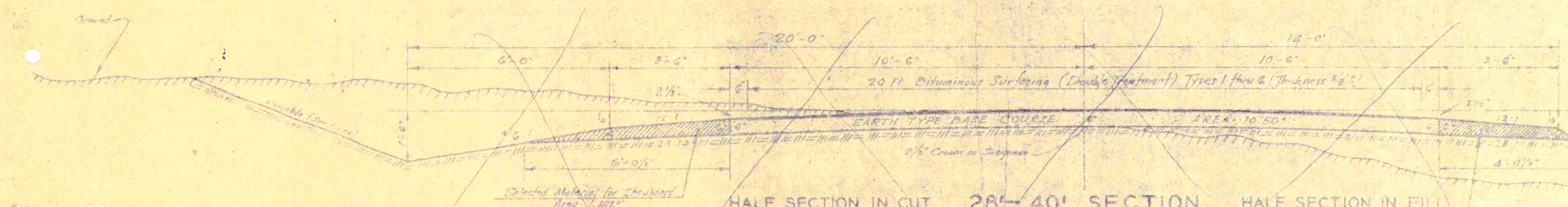
Selected Material for Shoulders
Area = 1.546

Waste material shall be disposed of by the flattening of slopes, thereby keeping the shoulder lines a uniform distance from the center of the roadway.

The line to be kept parallel to center of roadway when possible.

HALF SECTION IN CUT 28'-36' SECTION HALF SECTION IN FILL

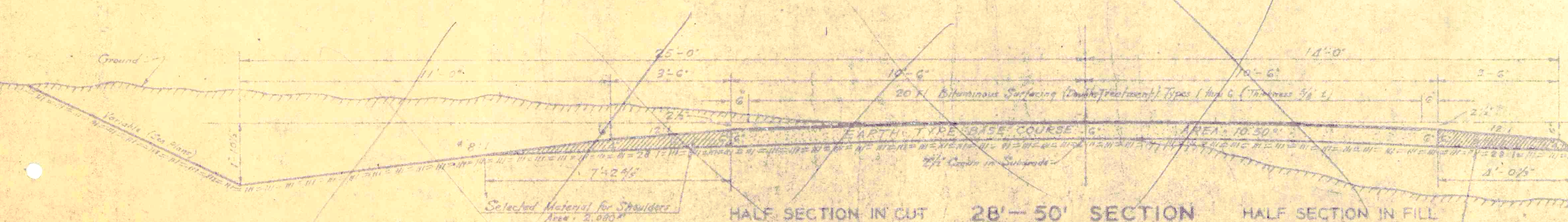
USE THIS SECTION THRUOUT ROAD S-610



Note: This slope may be varied when a deeper ditch is necessary for drainage purposes, using a minimum slope of 1:1 and a maximum slope of 4:1. When a deeper ditch than provided by a 4:1 is necessary, the ditch shall be placed farther from the 4:1 slope to provide for the necessary depth. See Profile for Special Ditch areas. Also, this section may be obtained by continuing the 4:1 or 8:1 slope (the distance between the 4:1 and 8:1 slope to be extended 20 feet) where borrow material is necessary on flat ground that are covered by the water elevation or where a wider ditch is necessary for drainage purposes.

Selected Material for Shoulders
Area = 1.546

HALF SECTION IN CUT 28'-40' SECTION HALF SECTION IN FILL



Selected Material for Shoulders
Area = 1.546

HALF SECTION IN CUT 28'-50' SECTION HALF SECTION IN FILL

SUPERELEVATION STANDARD

S.C. STATE HIGHWAY DEPT.
COLUMBIA

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROAD NO.	SHEET NO.	TOTAL SHEETS
3	S.C.	Saluda	41.377	C-377	5-610	43	12

NOTES

All curves are to be superelevated to the nearest thirty (30') minutes according to table. In any case where conditions do not permit an approach as long as shown on this sheet, the Resident Engineer is to adjust same to meet the conditions. Where unusual conditions make it desirable, superlevation may be obtained by revolving the surface about the centerline instead of the inside edge, the amount of superlevation to be the same as shown in the table. For all types of surfacing the roadway crown shall decrease gradually from the point where superlevation begins, reaching a flat section 80ft. from the beginning. S.E. toward the curve. The crown in subgrade shall be eliminated to conform to the finished surfacing.

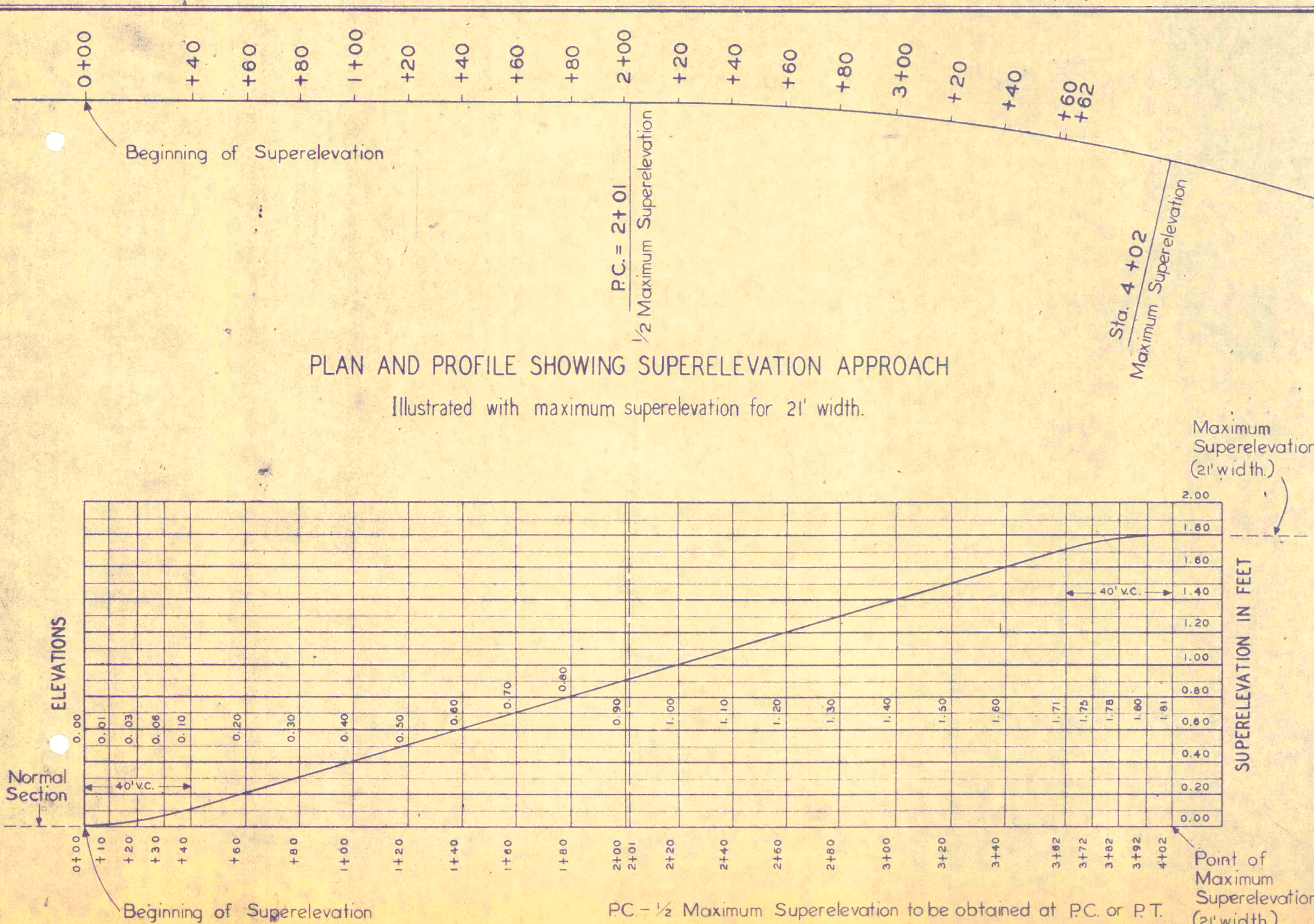
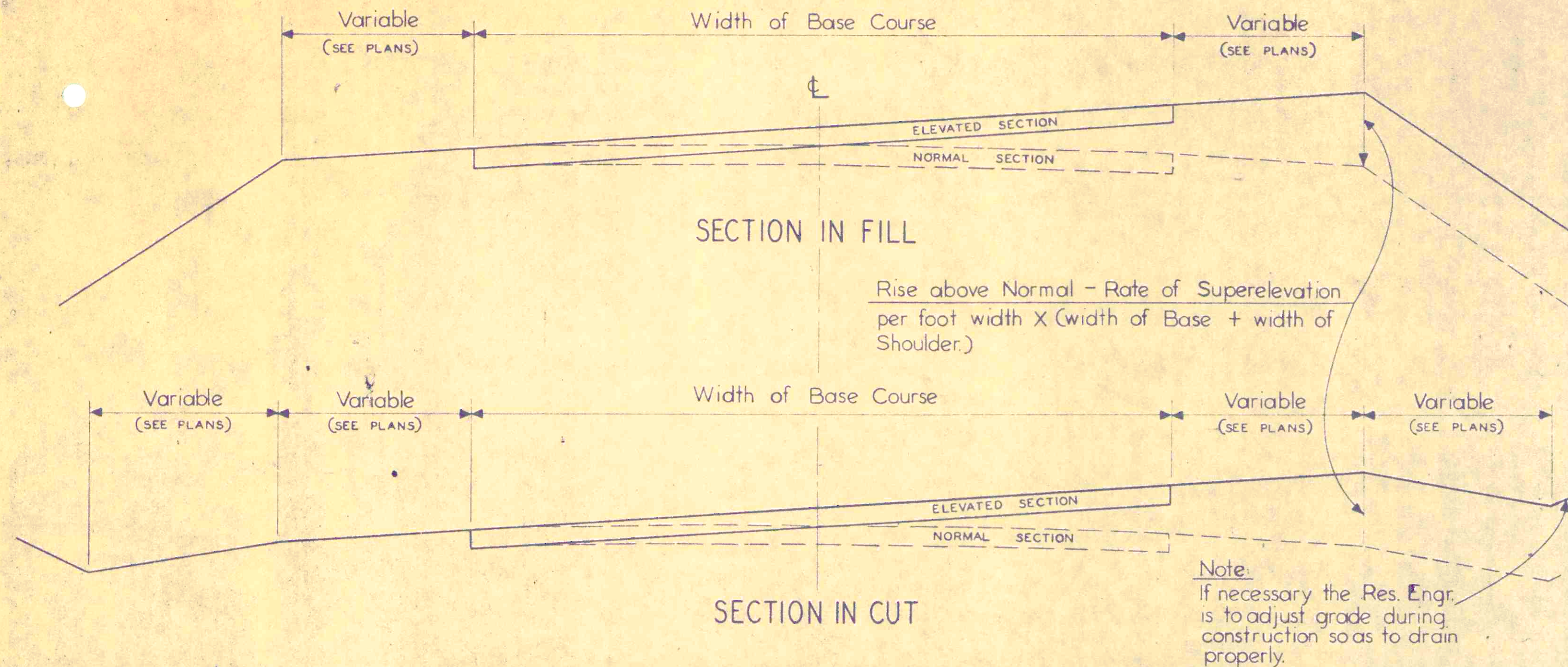
SUPERELEVATION FORMULA:

$$E = 0.067 \frac{S^2}{R}$$

E = SUPERELEVATION IN FEET

S = SPEED IN MILES PER HOUR

R = RADIUS OF CURVE IN FEET



SUPERELEVATION FOR DESIGN SPEED OF 65 M.P.H.

(BASED ON S = 50 M.P.H. IN FORMULA)

SUPERELEVATION TABLE

DEGREE OF CURVE	RADIUS OF CURVE	SUPERELEV. IN FT. PER FT. WIDTH	TOTAL SUPERELEVATION - FT.			LENGTH OF APPROACH - FT.		
			21' WIDTH	23' WIDTH	25' WIDTH	21' WIDTH	23' WIDTH	25' WIDTH
0° - 30'	11,459.19	0.014	0.29	0.32	0.35	98	104	110
1° - 00'	5,729.65	0.029	0.61	0.67	0.73	162	174	186
1° - 30'	3,819.83	0.043	0.90	0.99	1.08	220	236	256
2° - 00'	2,864.93	0.057	1.20	1.31	1.43	280	302	326
2° - 30'	2,292.01	0.072	1.51	1.66	1.80	342	372	400
3° - 00'	1,910.08	0.086	1.81	1.98	2.15	402	436	470
3° - 30' AND OVER			TO BE SUPERELEVATED SAME AS 3°-00'					

TABLE SHOWING AMOUNT OF SUPERELEVATION AT ANY POINT ON APPROACH TO CURVE

DISTANCE FROM BEGINNING OF SUPERELEVATION IN DIRECTION OF CURVE - FEET

21 FT. WIDTH		DEGREE OF CURVE	SUPERELEVATION IN FEET																																																									
			10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420																
0°-30'		.01	.03	.06	.10	.15	.20	.25	.28	.29																																																		
1°-00'		.01	.03	.06	.10	.15	.20	.25	.30	.35	.40	.45	.50	.54	.58	.60	.61	.61																									.75	.80	.84	.87	.89	.90												
2°-00'		.01	.03	.06	.10	.15	.20	.25	.30	.35	.40	.45	.50	.55	.60	.65	.70	.75	.80	.84	.87	.89	.90													1.05	1.10	1.14	1.17	1.19	1.20																			
2°-30'		.01	.03	.06	.10	.15	.20	.25	.30	.35	.40	.45	.50	.55	.60	.65	.70	.75	.80	.84	.87	.89	.90													1.15	1.20	1.25	1.30																					
3°-00'		.01	.03	.06	.10	.15	.20	.25	.30	.35	.40	.45	.50	.55	.60	.65	.70	.75	.80	.84	.87	.89	.90													1.35	1.40	1.44	1.48	1.50	1.51	1.51																		

23 FT. WIDTH		DEGREE OF CURVE	SUPERELEVATION IN FEET																																																																
			10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	174	180	190	200	210	220	230	238	240	250	260	270	280	290	300	302	310	320	330	340	350	360	370	372	380	390	400	410	420	430	436																	
0°-30'		.01	.03	.06	.10	.15	.20	.24	.27	.29	.31	.32																															.45	.50	.55	.59	.62	.65	.66	.67																	
1°-00'		.01	.03	.06	.10	.15	.20	.24	.27	.29	.31	.32																															.45	.50	.55	.59	.62	.65	.66	.67																	
1°-30'		.01	.03	.06	.10	.15	.20	.24	.27	.29	.31	.32																															.45	.50	.55	.59	.62	.65	.66	.67																	
2°-00'		.01	.03	.06	.10	.15	.20	.24	.27	.29	.31	.32																															.45	.50	.55	.59	.62	.65	.66	.67																	
2°-30'		.01	.03	.06	.10	.15	.20	.24	.27	.29	.31	.32																															.45	.50	.55	.59	.62	.65	.66	.67																	
3°-00'		.01	.03	.06	.10	.15	.20	.24	.27	.29	.31	.32																															.45	.50	.55	.59	.62	.65	.66	.67																	

SUPERELEVATION FOR DESIGN SPEED OF 45 M.P.H.

(BASED ON S = 35 M.P.H. IN FORMULA)

SUPERELEVATION TABLE

DEGREE OF CURVE	RADIUS OF CURVE	SUPERELEV. IN FT. PER FT. WIDTH	TOTAL SUPERELEVATION - FT.			LENGTH OF APPROACH - FT.		
			19' WIDTH	21' WIDTH	23' WIDTH	19' WIDTH	21' WIDTH	23' WIDTH
1° - 00'	5,729.65	0.014	0.27	0.29	0.32	94	98	104
1° - 30'	3,819.83	0.021	0.40	0.44	0.48	120	128	136
2° - 00'	2,864.93	0.029	0.55	0.61	0.67	150	162	174
2° - 30'	2,292.01	0.036	0.68	0.76	0.83	176	192	206
3° - 00'	1,910.08	0.043	0.82	0.90	0.99	204	220	238
3° - 30'	1,637.28	0.050	0.95	1.05	1.15	230	250	270
4° - 00'	1,432.69	0.057	1.08	1.20	1.31	256	280	302
4° - 30'	1,273.57	0.065	1.24	1.37	1.50	288	314	340
5° - 00'	1,146.28	0.072	1.37	1.51	1.66	314	342	372
5° - 30'	1,042.14	0.079	1.50	1.66	1.82	340	372	404
6° - 00'	955.37	0.086	1.63	1.81	1.98	366	402	436
6° - 30' AND OVER			TO BE SUPERELEVATED SAME AS 6°-00'					

TABLE SHOWING AMOUNT OF SUPERELEVATION AT ANY POINT ON APPROACH TO CURVE

DISTANCE FROM BEGINNING OF SUPERELEVATION IN DIRECTION OF CURVE - FEET

		21 FT. WIDTH																																													
		10	20	30	40	50	60	70	80	90	98	100	110	120	128	130	140	150	160	162	170	180	190	192	200	210	220	230	240	250	260	270	280	290	300	310	314	320	330	340	342	350	360	370	372	380	390
DEGREE OF CURVE	1°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.28	.29																																				
	1°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	2°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	2°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	3°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	3°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	4°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	4°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	5°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
DEGREE OF CURVE	1°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.28	.29																																				
	1°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	2°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	2°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	3°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	3°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
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	3°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
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	5°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
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	3°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
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	4°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
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	2°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	2°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	3°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	3°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	4°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	4°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	5°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
DEGREE OF CURVE	1°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.28	.29																																				
	1°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	2°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	2°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	3°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	3°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	4°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	4°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	5°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
DEGREE OF CURVE	1°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.28	.29																																				
	1°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	2°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	2°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
	3°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
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	3°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
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	5°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				
DEGREE OF CURVE	1°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.28	.29																																				
	1°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.30	.35																																				

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	Saluda	41377	6-377	5-610	512

Rem. S.A. @ Sta. 0+00. 9-10 74 10m

PLAN	DATE	BY	CHECKED
NOTE BOOK	4/2/22	H. D. WILK	H. D. WILK
No.			

PROFILE	DATE	BY	CHECKED
NOTE BOOK	4/2/22	H. D. WILK	H. D. WILK
No.			

Saluda Co.
d. 5-610

Survey Sta. 0+00 Begin
File 41377 Proj. 6-377
Rd. 5-610

B.M.#1 Nail in base 24" Oak
30' Rt. Sta. 1+68 Rd. 5154 = B.M.#1 Rd. 5-610 El. 504.52

B.M.#2 Nail in base 6" Pipe
50' Rt. Sta. 4+00 El. 512.22

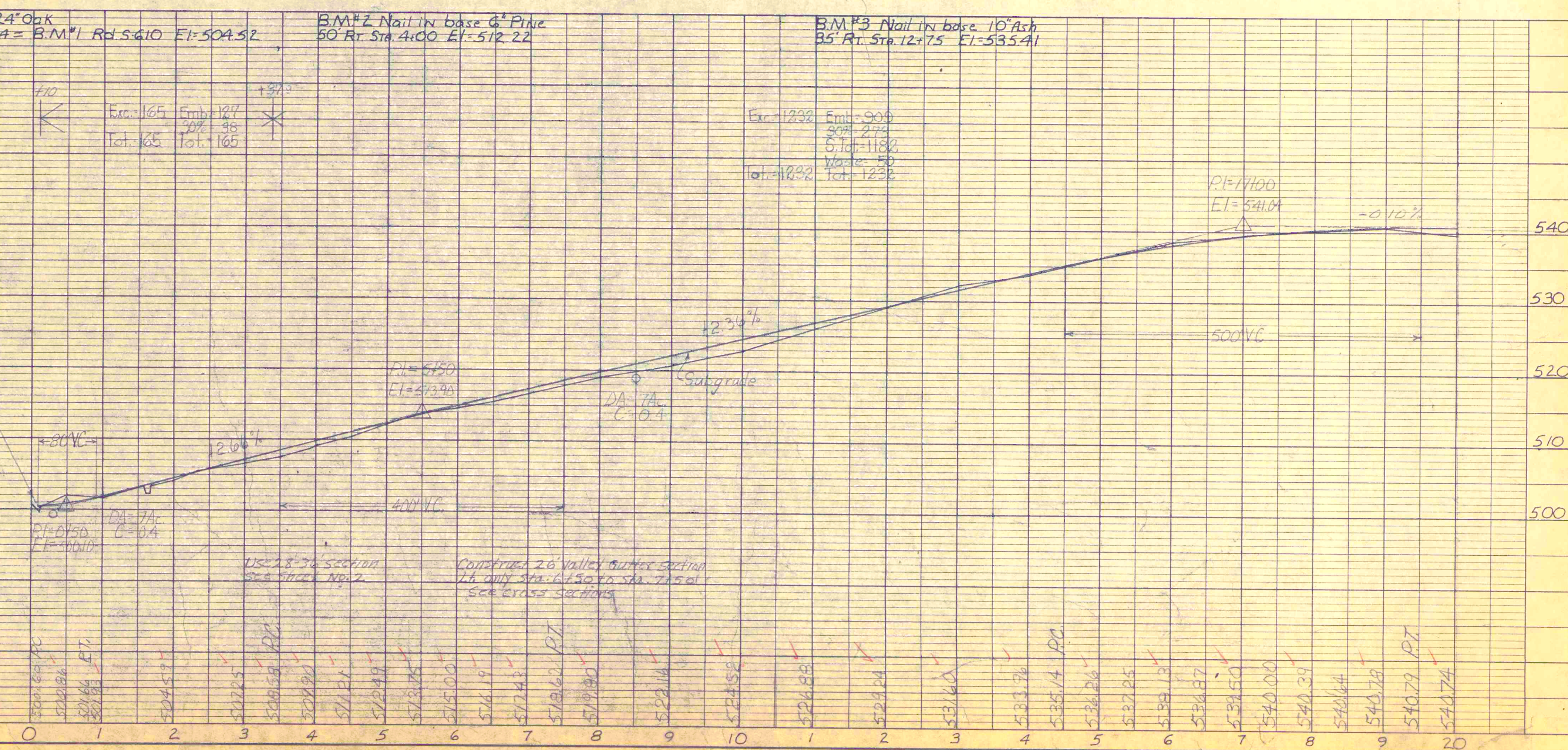
B.M.#3 Nail in base 10" Ash
85' Rt. Sta. 12+75 El. 513.41

Note:
Changes involving increased cost of project or changes in alignment must be specifically authorized by the State Engineer, District Engineer, or any other authorized person in the Department and not involving increases in cost for extra information on any change in alignment to the Columbia Office as soon as the revision is completed.

All curves are to be super-elevated by revolving about centerline for a design speed of 45 M.P.H. See sheet No. 4.

The following quantities are not shown in detail on the plans but included in the summary of Estimated Quantities and may be varied during construction as directed by the Engineer.

Overhaul	1,590 C.Y.M. for Shoulder Material
Macadam Base Course (24" Uniform)	500 S.Y. for Intersections and Drives
Bituminous Surfacing	500 S.Y. for Intersections and Drives
15" R.C. Pipe Culvert	20 L.F. for additional Sidelines
18" R.C. Pipe Culvert	20 L.F. for additional Sidelines
Reset Fences	308 L.F. Where directed by Engineer
Seeding (Unmolested)	8,500 M.S.Y. for slope of Material Pits
Fertilizer 4-12-12	0.3 Tons for slope of Material Pits
Lime	0.40 Tons for slope of Material Pits
Nitrogen (Actual)	39 Lbs. for slope of Material Pits

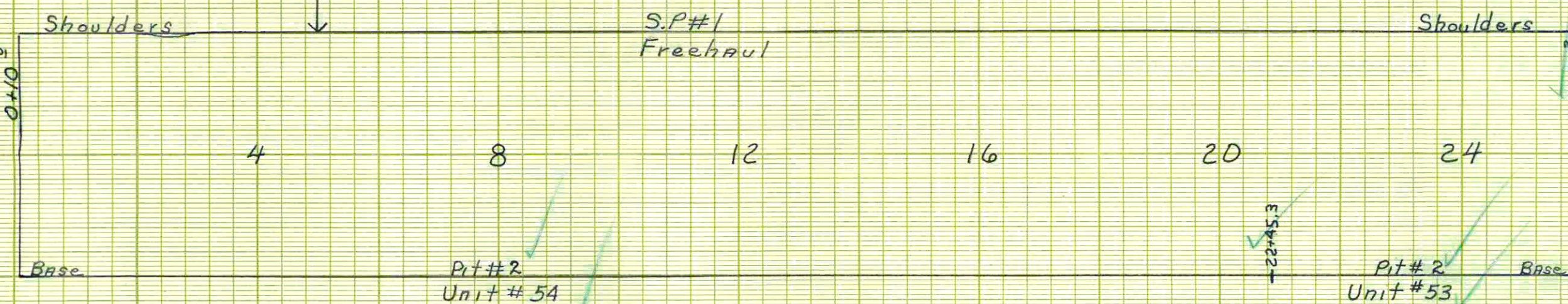


CROSS SECTIONS

Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	FILE NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	Saluda	41.377	C-377	S-610	10	12

Stockpile #1
Stockpile located 50' Lt. of survey
station 5+00.
Material was salvaged within
R/W outside construction lines
and used for shoulders from Sta
0+10 to Sta 26+05.3.



Pit #2
Pit located 142,560 linear feet south-
west of survey station 26+05.3. Material
was used thru out Rd S 610. Property
owned by: Carl & Rachel Jones

Book No 1, Pages 22-38

Slected Material For Shoulders

Sta	Sta	LF	CY/	CY	Unit	CYHM	Pit	Remarks
0+10	26+05.3	2595.3	120.89	313.75	F.H	0	1	
TOTAL				313.75		0		

Earth Type Base Course G-1

Sta	Sta	LF	CY/	CY	Unit	CYHM	Pit	Remarks
26+05.3	22+45.3	360	53.04	190.9	53	10,118		
22+45.3	0+10.0	2,235.3	53.04	1,185.6	54	64,022		
Total		2595.3		1,376.5		74,140		

Drives & Intersections

Sta	Side	S.Y.	Depth	C.Y.	Pit	Unit	CYHM	M.S.X	Bit Surf	Remarks
0+25	Lt.	31.7	6"	5.3	2	54	286.2	.032	31.7	Int.
0+25	Lt.	51.9	6"	8.7	2	54	469.8	.052	51.9	Int.
4+00	Lt.	59.4	6"	9.9	2	54	534.6	.059	59.4	Co. Rd.
4+45	Lt.	31.4	6"	5.2	2	54	280.8	.031	0	Drive
7+50	Lt.	50.5	6"	8.4	2	54	453.6	.051	50.5	Drive
7+70	Rt.	33.8	6"	5.6	2	54	302.4	.034	0	Drive
14+50	Rt.	34.3	6"	5.7	2	54	307.8	.034	0	Drive
17+10	Rt.	37.9	6"	6.3	2	54	340.2	.038	37.9	Drive
18+90	Rt.	79.2	6"	13.2	2	54	712.8	.079	79.2	Drive
19+00	Lt.	24.1	6"	4.0	2	54	216.0	.024	0	Drive
21+30	Rt.	76.5	6"	12.8	2	54	691.2	.076	76.5	Drive
22+50	Rt.	91.1	6"	15.2	2	53	808.6	.091	91.1	Drive
22+80	Lt.	33.7	6"	5.6	2	53	296.8	.034	33.7	Drive
23+90	Rt.	66.9	6"	11.2	2	53	593.6	.067	66.9	Drive
25+75	Rt.	50.9	6"	8.5	2	53	450.5	.051	50.9	Int.
25+75	Lt.	23.6	6"	3.9	2	53	206.7	.024	23.6	Int.
TOTAL				129.5			6,948.6	0.777	653.2	

Ground Surface Platted by JOL
" " Checked by JOL
Template Sections Platted by
" " Checked by
Areas by
" " Checked by
Template Sections Revised by
" " Checked by
Final Areas by
" " Checked by
Quantities Transferred and Inked by

Total Base 314.4
Base (11.112 - 46) 1,507.4
81,089.4

NOTES:
ROADWAY EXC-1) USE ACTUAL CROSS SECTION NOTES INSTEAD OF THEORETICAL GRADES AND TYPICAL SECTION FOR PLOTTING SUBGRADE.
2) USE STANDARD SCALE OF 1"=5' GENERALLY. HOWEVER, USE A LARGER VERTICAL SCALE (1"=2 1/2' OR 1"=1') WHERE AREAS ARE SHALLOW (LESS THAN 0.5' DEEP).
3) NOTE ON CROSS SECTIONS STATIONS OF GRADE POINTS AND BEGINNING AND ENDING OF DITCHES.
4) SHOW AREAS AND YERDAGE ON THE CROSS SECTION SHEETS AT THE RESPECTIVE STATIONS. SUMMARIZE ON THIS SHEET BY CROSS SECTION SHEET TOTALS.

5) INK ORIGINAL SECTIONS IN BLACK, FINALS IN RED, AND ANY INTERMEDIATE SECTIONS IN CONTRASTING COLORS.
6) SHOW CORRECTED BALANCES ON PROFILE. PITS-1) SHOW ACCURATELY ON PLANS WITH DISTANCE FROM, AND STATION(S) OF ENTRANCE TO ROAD.
2) TIE ELEVATIONS TO PROJECT DATUM WHERE PRACTICABLE.
3) ADJUST VERTICAL SCALE ON SHALLOW PITS (LESS THAN 2 FT. DEEP) SO THAT THE WIDTH IS NOT MORE THAN 50 TIMES THE DEPTH. ADJUST HORIZONTAL SCALE OF WIDE PITS SO THAT WIDTH OF CROSS SECTION WILL NOT BE GREATER THAN WIDTH OF CROSS SECTION SHEET.

7) INCLUDE COST OF HAUL ROAD, CROP DAMAGE ETC. IN COST OF PITS.
8) TIE TO PROJECT DATUM.
9) (A) SAME AS (A) & (B) OF ROADWAY.
GENERAL NOTE-1) SHOW ON EACH CROSS SECTION SHEET BLOCK AND PAGE NO. OF NOTES APPLICABLE TO IT.

CLEARING & GRUBBING WITHIN ROADWAY
Contract Lump Sum \$ 466.92
Adjusted Lump Sum \$
In case of adjustment see detail of respective acreage on gross section sheet No.

CLEARING & GRUBBING PITS		Ditches	
Pit No.	Length	Width	Sq. Ft.
2			0.1301
Total			0.1301

OVERHAUL		Ditches	
Sheet No.	G.Y.	H.M.	Pit No.
81.089	Base	See Detail Above Right	2
Total			81.089

SELECTED MATERIAL FOR SHOULDERS		Ditches	
Sheet No.	G.Y.	H.M.	Pit No.
10	314	0	SPI
Total			314

EXCAVATION TOTALS		SHRINKAGE	
Roadway	1.604	Roadway	1.604
Borrow		Borrow	12
Ditches		Ramps	12
Strippings	12	Gross Tot	1.616
Ramps		Less Waste	1.616
Total		Net Tot	1.616

EXCAVATION		Ditches	
Sh. No.	Roadway	Borrow	Strippings
6	222		463
7	1,002		494
8	380		187
Total			1,144

EARTH TYPE BASE		Ditches	
Sheet No.	G.Y.	H.M.	Pit No.
10	1,377	74,140	5417 X 21
10	130	6,949	Drives & Ints
Total			1,507

SCARIFYING, MIXING, ETC.		Ditches	
Sta to Sta	Length	Width	M.S.Y.
0+10.2	26+05.3	21	6.056
Total			6.833

ADDITIONAL SCARIFYING, MIXING, ETC.		Ditches	
Sta to Sta	Length	Width	M.S.Y.
Total			6.833

STABILIZED EARTH BASE COURSE-TYPE		Ditches	
Sta to Sta	Length	Width	M.S.Y.
Total			6.833

BITUMINOUS SURFACE COURSE-TYPE (C.T.) Spec. W/O Pr		Ditches	
Sta to Sta	Length	Width	M.S.Y.
0+10.2	26+05.3	21	6.056
Total			6.833

CEMENT CONCRETE PAVEMENT		Ditches	
Sta to Sta	Length	Width	M.S.Y.
Total			6.833

GENERAL NOTES:- 1) ON COMPLICATED TOWN WORK, A LARGE SCALE LAYOUT CLEARLY SHOWING THE SEVERAL ITEMS BY USE OF DIFFERENT COLORED INK AND COMBINATIONS OF CROSS HATCHING SHOULD BE SUBMITTED. IN THESE CASES, IT IS SUGGESTED THAT THE LAYOUT BE DRAWN ON PLAN SHEETS AND THE COMPUTATIONS AND QUANTITIES BE SHOWN UNDERNEATH ON THE PROFILE SHEETS. TOTALS AND SUMMARIZED ON THE RECAPITULATION SHEETS BY PLAN-PROFILE SHEET TOTALS.
2) WHEN THE FINAL ESTIMATE COPIES ARE NOT SUBMITTED TO THE COLUMBIA OFFICE WITHIN TEN (10) DAYS AFTER RECEIPT BY THE RES. ENGR. OF THE CORRECTED QUANTITY LIST FROM THE ESTIMATE ENGR, THE COLUMBIA OFFICE SHOULD BE ADVISED OF THE REASON FOR DELAY AND THE PROBABLE DATE OF SUBMISSION.
3) PLEASE DO NOT PROVIDE ADDITIONAL SPACES BY ATTACHING EXTENSIONS TO THE ABOVE BLANKS. USE A COMPLETE SHEET AND BRING SUB-TOTALS FORWARD.