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N.R.M. 125 SEC. 1 PART 3

STATE OF SOUTH CAROLINA STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

U.S. PUBLIC WORKS PROJECT

No. N.R.H. 125 AND N.R.M. 125 (1935)

ROUTE NO. 10 AND 28 US 221

McCORMICK COUNTY

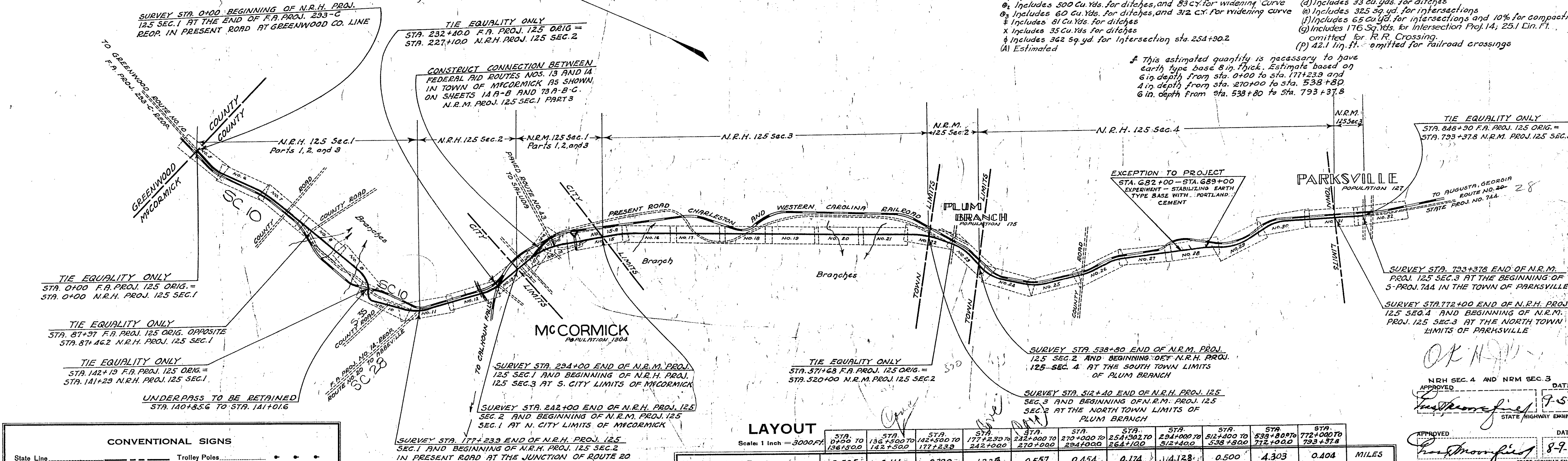
FROM GREENWOOD COUNTY LINE TO PARKVILLE

SCALES: PLAN AND PROFILE, 1 INCH = 100 FEET HORIZONTAL; 1 INCH = 10 FEET VERTICAL.

SUMMARY OF ESTIMATED QUANTITIES

	N.R.H. 125 SEC. 1			N.R.M. 125 SEC. 1			N.R.H. 125 SEC. 2			N.R.M. 125 SEC. 2			N.R.H. 125 SEC. 3			N.R.M. 125 SEC. 3			N.R.H. 125 SEC. 4			N.R.M. 125 SEC. 4			N.R.H. 125 SEC. 5			N.R.M. 125 SEC. 5			
	PART NO. 1	PART NO. 2	PART NO. 3	PART NO. 1	PART NO. 2	PART NO. 3	PART NO. 1	PART NO. 2	PART NO. 3	PART NO. 1	PART NO. 2	PART NO. 3	PART NO. 1	PART NO. 2	PART NO. 3	PART NO. 1	PART NO. 2	PART NO. 3	PART NO. 1	PART NO. 2	PART NO. 3	PART NO. 1	PART NO. 2	PART NO. 3	PART NO. 1	PART NO. 2	PART NO. 3	PART NO. 1	PART NO. 2	PART NO. 3	
TOTAL CLEARING AND GRUBBING ON R.O.W.																															ACRES
TOTAL CLEARING AND GRUBBING ON P.T.S.																															CU. YDS.
TOTAL EXCAVATION EXCEPT AT 1500 C.Y. PER MI.	5750	2665	2935	1920	830	71	1680	3402	163	2200	400																				
TOTAL LONGITUDINAL JOINT SEPARATOR																															
TOTAL 7 1/2" x 12" x 20" PLAIN CONCRETE SURFACING	305337	1388	55301	14572	53064	5333	2177	48730	6192	50489	4751																				
TOTAL BITUMINOUS SURFACING																															
TOTAL WIRE MESH																															
TOTAL 8" x 6" x 18" x 20" PLAIN CONCRETE SURFACING	6282		974					1188	585	7337	357	10182	958																		
TOTAL OVERHAUL ON MATERIALS EXCAVATED HAULED OVER 1/4 MI.	38703		15795					3198	2263	36153	10316	21254	24788																		
TOTAL OVERHAUL AT JOINTS PER CUBIC YARD STATION	3900		108					118	1300	108	1250	108	1010																		
TOTAL MATERIAL FOR SHOULDERS	12294		90					9437	220	81	9212	92	92081																		
TOTAL RIP RAP (LOCAL STONE)	5		2					2	2	8	1	5	198																		
TOTAL FEDERAL AID MARKERS																															
TOTAL FEDERAL AID PROJECT NUMBER PLATES	200												200																		
TOTAL 4 IN. TILE UNDERDRAIN																															
TOTAL 15 IN. CONCRETE PIPE								38				33																			
TOTAL 18 IN. CONCRETE PIPE																															
TOTAL 24 IN. CONCRETE PIPE																															
TOTAL 30 IN. CONCRETE PIPE																															
TOTAL 36 IN. CONCRETE PIPE																															
TOTAL 15 IN. GALVANIZED IRON PIPE																															
TOTAL 18 IN. BELT ID PIPE																															
TOTAL 24 IN. BELT ID PIPE																															
TOTAL 30 IN. BELT ID PIPE																															
TOTAL 36 IN. BELT ID PIPE																															
TOTAL CLASS "B" CONCRETE																															
TOTAL REINFORCING STEEL																															
TOTAL SCREFFING, MINING, REMOVING, SHARPING AND RESHARPING	15650		41123					2400	9320	21794	2660	22720	21378																		
TOTAL ADDITIONAL SCREFFING, MINING, REMOVING, SHARPING AND RESHARPING	8825		20861					6694	6690	9261	5448	6439																			
TOTAL PRESSURE JETTING OF EMBANKMENTS																															

- o Includes low roll quantities and 10% for compaction.
- t Includes 200 sq. yd. for surfacing intersections.
- * Includes 40 C.Y. for intersections and 10% for compaction.
- ** Includes 30 C.Y. for intersections and 10% for compaction.
- †† Includes 258 sq. yd. for intersections.
- # To be used at the direction of the Resident Engr.
- 0₁ Includes 172 Cu. Yds. for ditches.
- 0₂ Includes 500 Cu. Yds. for ditches, and 83 C.Y. for widening curve.
- 0₃ Includes 60 Cu. Yds. for ditches, and 312 C.Y. for widening curve.
- x Includes 35 Cu. Yds. for ditches.
- φ Includes 362 sq. yd. for intersection sta. 254+30.2.
- (A) Estimated.
- φ Includes 30 Cu. Yds. for ditches.
- 0₁ Includes 10% for compaction.
- (a) Includes 210 sq. yd. for intersections.
- 0₂ Includes 60 Cu. Yds. for intersections and 10% for compaction.
- (b) Includes 277 Cu. Yds. for ditches.
- (c) Includes 60 Cu. Yds. for intersections and 10% for compaction.
- (d) Includes 300 sq. yds. for intersections.
- (e) Includes 33 Cu. Yds. for ditches.
- (f) Includes 325 sq. yd. for intersections.
- (g) Includes 65 Cu. Yds. for intersections and 10% for compaction.
- (h) Includes 176 sq. yds. for intersection Proj. 14; 25.1 Lin. Ft.
- omitted for R. R. Crossing.
- (p) 42.1 lin. ft. omitted for Railroad crossings.
- ‡ This estimated quantity is necessary to have earth type base 8 in. thick. Estimate based on 6 in. depth from sta. 0+00 to sta. 177+23.9 and 4 in. depth from sta. 270+00 to sta. 538+80 6 in. depth from sta. 538+80 to sta. 793+37.8.



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

LEGEND	
PROPOSED PROJECT	
OTHER ROADS	

LAYOUT		STA. 0+00 TO 136+000	STA. 136+000 TO 142+500	STA. 142+500 TO 177+23.9	STA. 177+23.9 TO 224+000	STA. 224+000 TO 270+000	STA. 270+000 TO 294+000	STA. 294+000 TO 512+400	STA. 512+400 TO 538+800	STA. 538+800 TO 772+000	STA. 772+000 TO 793+37.8	MILES
Net Length of Roadway		2.585	0.111	0.790	1.226	0.557	0.454	0.174	1.428	0.500	4.303	0.404
Net Length of Bridges		0.000	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Net Length of Project		2.585	0.114	0.790	1.226	0.557	0.454	0.174	1.428	0.500	4.303	0.404
Length of Exceptions		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.132	0.000	0.000
Gross Length of Project		2.585	0.114	0.790	1.226	0.557	0.454	0.174	1.428	0.500	4.435	0.404

Note: All workmanship and State Highway Department specifications, Contract and Bond; for Roads and Structures revised July 1st 1933, as amended and approved by the U. S. Department of Agriculture.

NRH SEC. 4 AND NRM SEC. 3

APPROVED *[Signature]* DATE 8-9-35

STATE HIGHWAY ENGINEER

RECOMMENDED FOR APPROVAL DATE

DISTRICT ENGINEER - BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL DATE

CHIEF ENGINEER - BUREAU OF PUBLIC ROADS

APPROVED DATE

DIRECTOR - BUREAU OF PUBLIC ROADS

PLAN	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	ALIGNMENT CHECKED	
	RT. OF WAY CHECKED	

PROFILE	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	GRADES	
	STRUCTURE NOTATIONS CHG	

FED. ROAD DIST. NO.	STATE	COUNTY	STATE PROJ. NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
6	S.C.	MC CORMICK	125-A&B REOP	20	5	144

FED. ROAD DIST. NO.	STATE	COUNTY	N. E. H. PROJ. NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
8	S.C.	MC CORMICK	125-A&B REOP	10	5	114

SURVEY STA. 0+00=BEGINNING OF STATE PROJ. NO. 125 A&B REOP AT THE GREENWOOD COUNTY LINE

SURVEY STA. 0+00 BEGINNING OF N.R.H. PROJ. 125 SEC. 1 AT THE END OF PROJ. 293-C-REOP IN PRESENT ROAD AT GREENWOOD CO. LINE

NOTE: FOR TIE WITH MEAN SEA LEVEL DATUM SEE B.M. #62 ON SHEET NO. 32. ADD 140.66 TO ELEVATION ON THIS PROJECT TO GET MEAN SEA LEVEL DATUM

NOTE TO RESIDENT ENGINEER:

Changes involving increased cost of project and changes in alignment must be specifically authorized by the State Highway Engineer in advance of being made. The Division Engineer (a) may authorize minor alterations not in conflict with the standard practices of the Department and not involving increases in cost.

Keep a record on your set of plans of all changes made during construction and forward each month to Columbia Office information necessary to check monthly estimates.

Bottom ditches are to be constructed through the length of this project where designated by the Resident Engineer. Material thus obtained will be wherever advisable, used in embankment. See sheet No. 2 for section of these ditches.

All ditches will be paid for at the unit price per Cubic Yard of Common Excavation in accordance with Section 13 of the Road Specifications.

All curves of 1" and over are to be super-elevated as shown on sheet no. 4. Elevations shown are normal elevations before super-elevation is added.

All buildings are to be removed from R.O.W. for full width shown on plans. All telephone and power poles are to be removed from road bed for full width shown on cross sections.

The Resident Engineer is to make proper grade connections at the beginning and the end of this project—

(a) With the consent of the Federal Representative.

All fills of one foot or more in depth shall be rolled in accordance with Section 16 of the Specifications. The right is reserved to increase or decrease the quantity of Thick or Thin Section or Longitudinal Joint Separator to suit the conditions in the field or as directed by the Resident Engineer.

B.M. #1 Nail in Telephone Pole 21 ft. right Sta. 348+11—Elev. 888.56 = B.M. #98 = Proj. 293-C

B.M. #2 Nail in side Telephone Pole 24 ft. right Sta. 0+05—Elev. 391.03

B.M. #3 R.R. Spike in telephone pole 42 ft. right Sta. 15+00—Elev. 376.37

SURVEY STA. 0+00=BEGINNING OF STATE PROJ. NO. 125 A&B REOP AT GREENWOOD COUNTY LINE

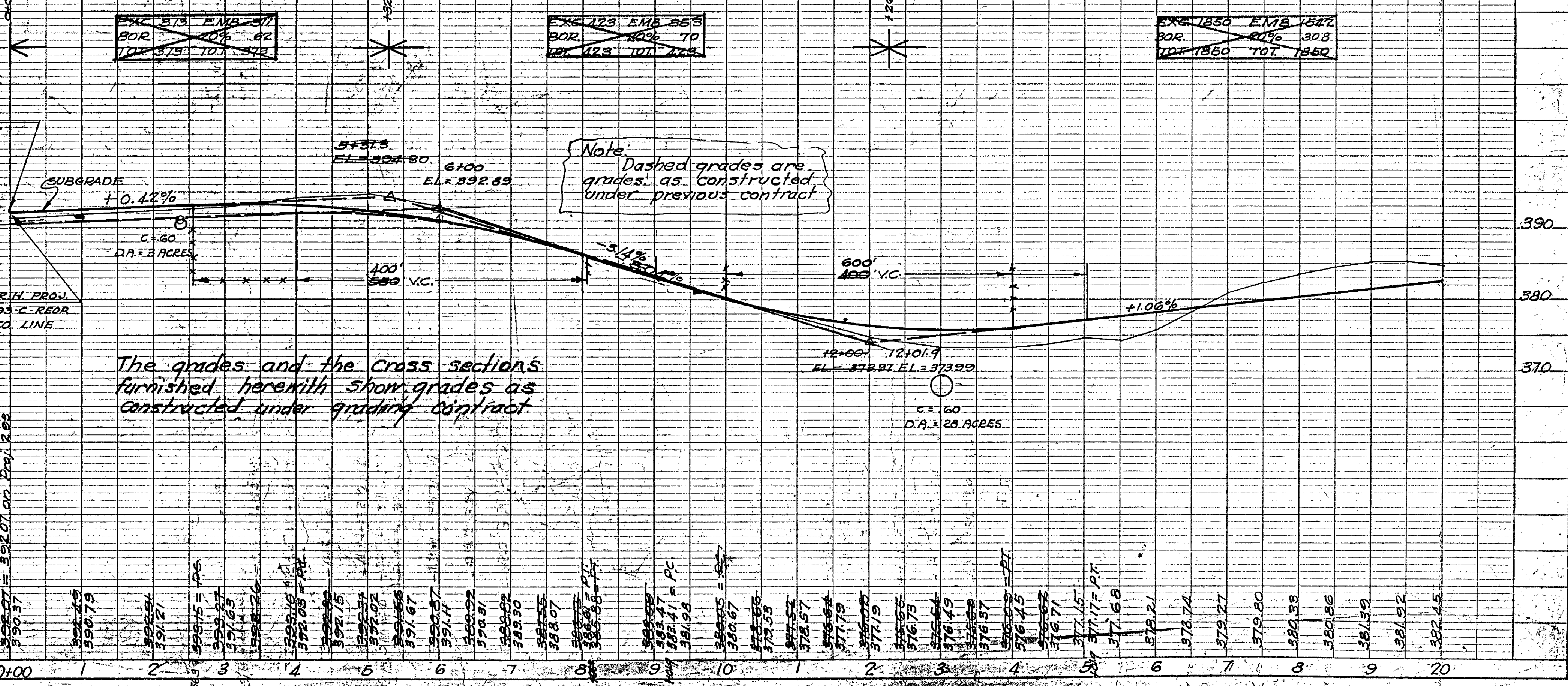
SURVEY STA. 0+00 BEGINNING OF N.R.H. PROJ. 125 SEC. 1 AT THE END OF PROJ. 293-C-REOP IN PRESENT ROAD AT GREENWOOD CO. LINE

Fills between the following stations

STATION TO	STATION	CU. YDS.
259+00	263+00	4406
264+45	266+78	2288

TOTAL 6694

The stationing of pressure jetting may be varied at the discretion of the Resident Engineer.



125-A&B Reop
Mc Cormick