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SOUTH CAROLINA
STATE HIGHWAY DEPARTMENT
COLUMBIA

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

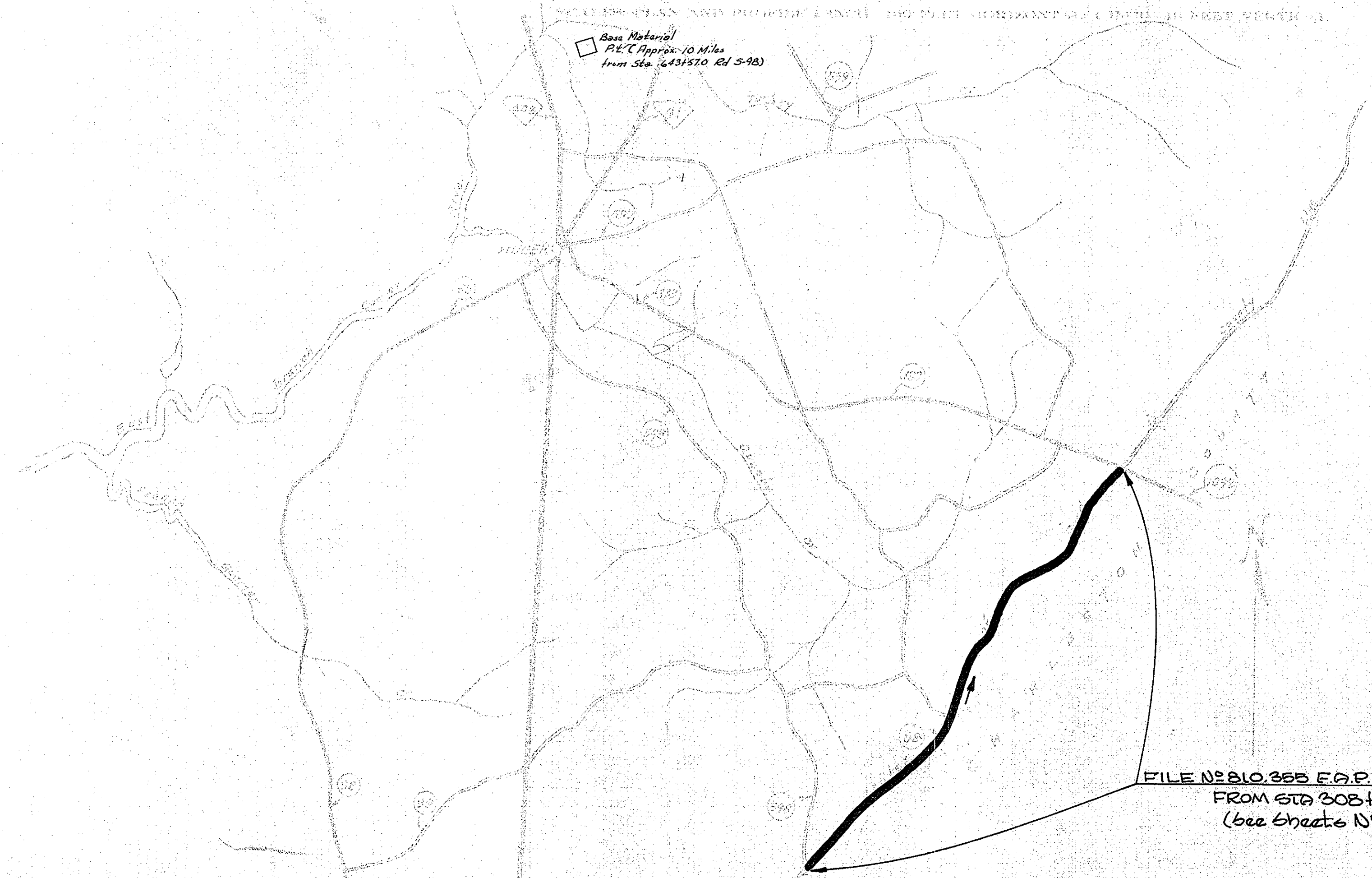
FILE NO. 810.355
F.A.P. NO. F.H. 69-1(2)
ROAD NO. S-98

CHARLESTON & BERKELEY COUNTY
FROM ROAD S-598 TO ROAD S-1032

DESIGNED BY: CHARLESTON & BERKELEY COUNTY
F.H. 69-1(2) S-98

SUMMARY OF ESTIMATED QUANTITIES

DESCRIPTION	QUANTITY	UNIT
PRELIMINARY		
Clearing and Grading within RIGHT OF WAY	DEC. 4.0	Acres
Clearing and Grading of Berms and Material Pile	823.69	C.Y.
Unclassified Excavation	461,025	C.Y.
Worked	4844	C.Y.
Selected Material for Shoulders		
BASE COURSE		
Crust Type Base Course (PIT MATERIAL)	16,739	C.Y.
Subgrade, Matting, Patching, Shaping and Ridespots	80,288	M.G.Y.
SUBGRADING		
Blindness Surface (TRIPLE TREATMENT-TYPE 1 thro 4)	76,464	S.Y.
STRUCTURES		
Alt #1 15 in. Reinf. Conc. Culv. Pipe (Class III)	784	L.F.
" #1 18 in. " " " (Class III)	524	L.F.
" #1 24 in. " " " (Class III)	304	L.F.
Alt #2 15 in. C.M. Culvert Pipe (Gage 16)	784	L.F.
" #2 18 in. " " " " "	524	L.F.
" #2 24 in. " " " " "	304	L.F.
Alt #3 15 in. Corrug. Alum. Alloy Culv. Pipe (Gage 16)	784	L.F.
" #3 18 in. " " " " "	524	L.F.
" #3 24 in. " " " " "	304	L.F.
4 in. Tile Underdrain	100	L.F.
Reset Fences	2500	L.F.
INCIDENTALS		



FILE NO. 810.355 F.A.P. NO. F.H. 69-1(2) RD. NO. S-98
FROM STA 308+48.0 TO STA 643+57.0
(see sheets N° 6 thru 17)

CONVENTIONAL SIGNS

Stop Sign	Yield Sign	Advance Stop Sign	Right Turn Sign	Left Turn Sign	Power Pole	Personnel or Integrit	Main	Stop	Storage	Buildings	Sign	Sign	Sign
...

LAYOUT

Actual Length of Right of Way	6,346	FT
Length of Right of Way	6,346	FT
Length of Excavation	6,346	FT
Length of Right of Way	6,346	FT

APPROVED: *[Signature]* 7/3/68
STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

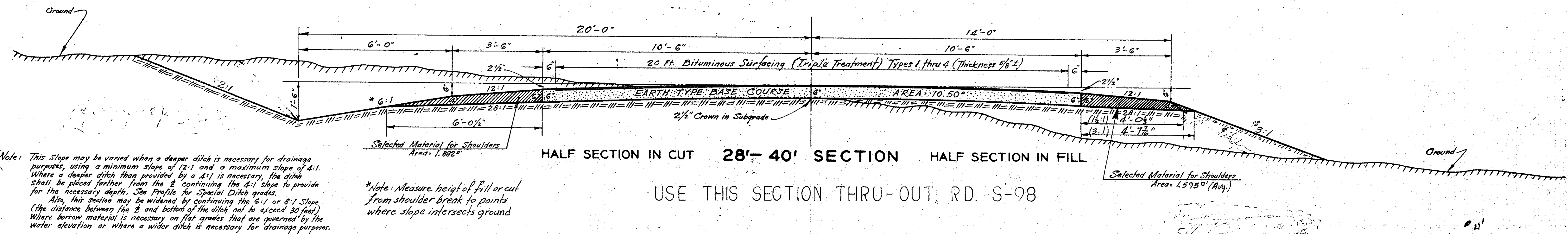
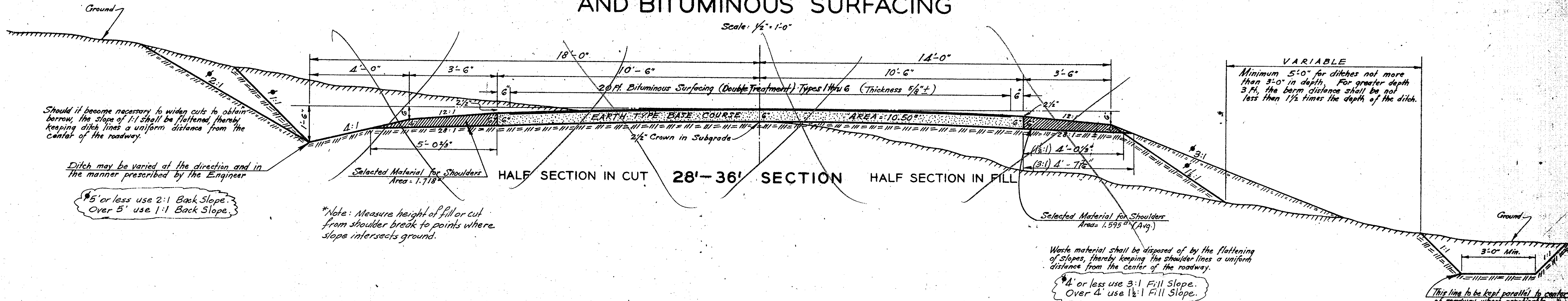
APPROVED: _____
DISTRICT ENGINEER

APPROVED: _____
DIVISION ENGINEER

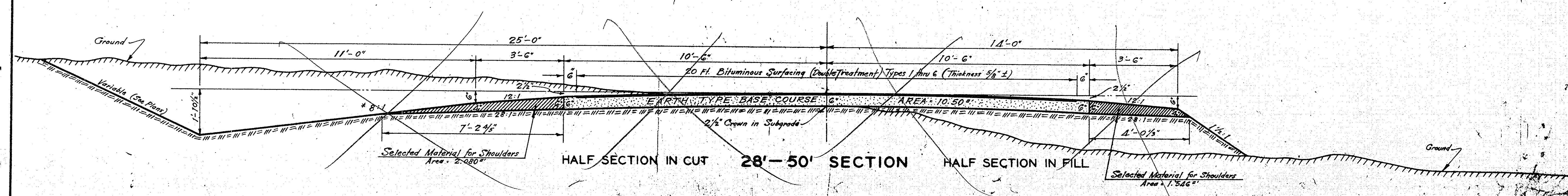
TYPICAL SECTIONS

FOR
EARTH TYPE BASE COURSE
AND BITUMINOUS SURFACING

Scale: 1/2" = 1'-0"



USE THIS SECTION THRU-OUT RD. S-98



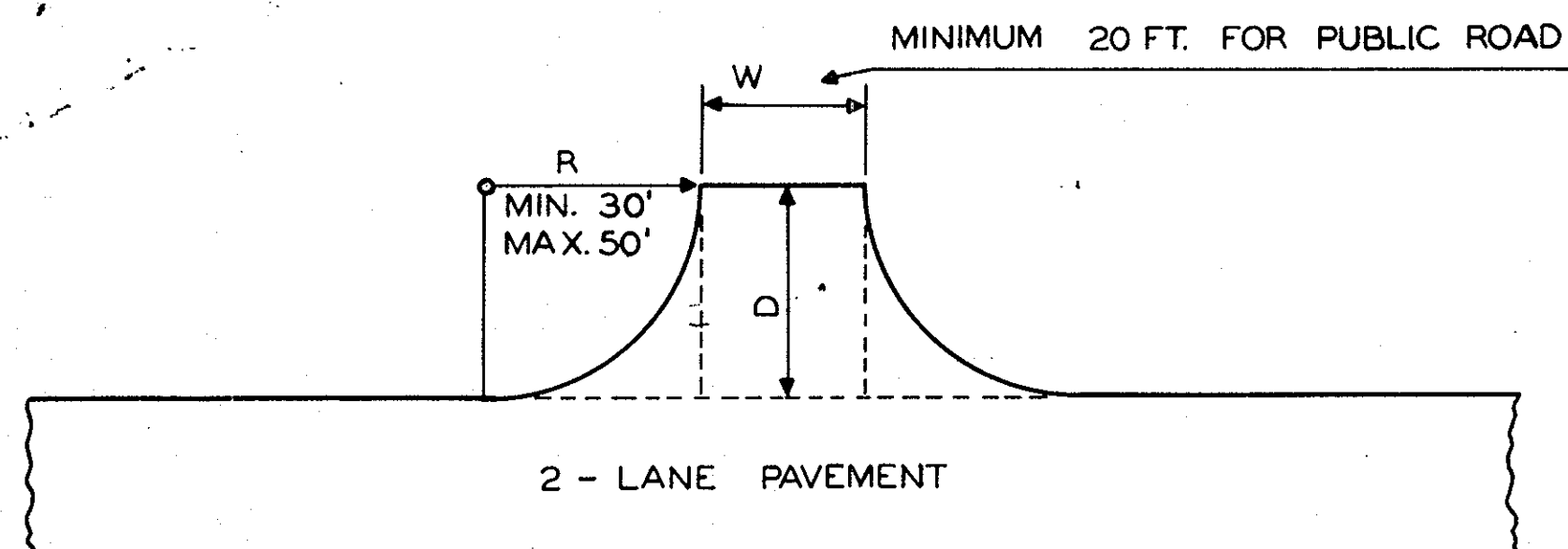
APPROVED
[Signature]

SFC
E-2

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	NO.	SHEET NO.	TOTAL SHEETS
3	SC.	Berkeley Charleston	810.355	FH.69-1(2)	5-98	3	51

STANDARD TYPE INTERSECTIONS

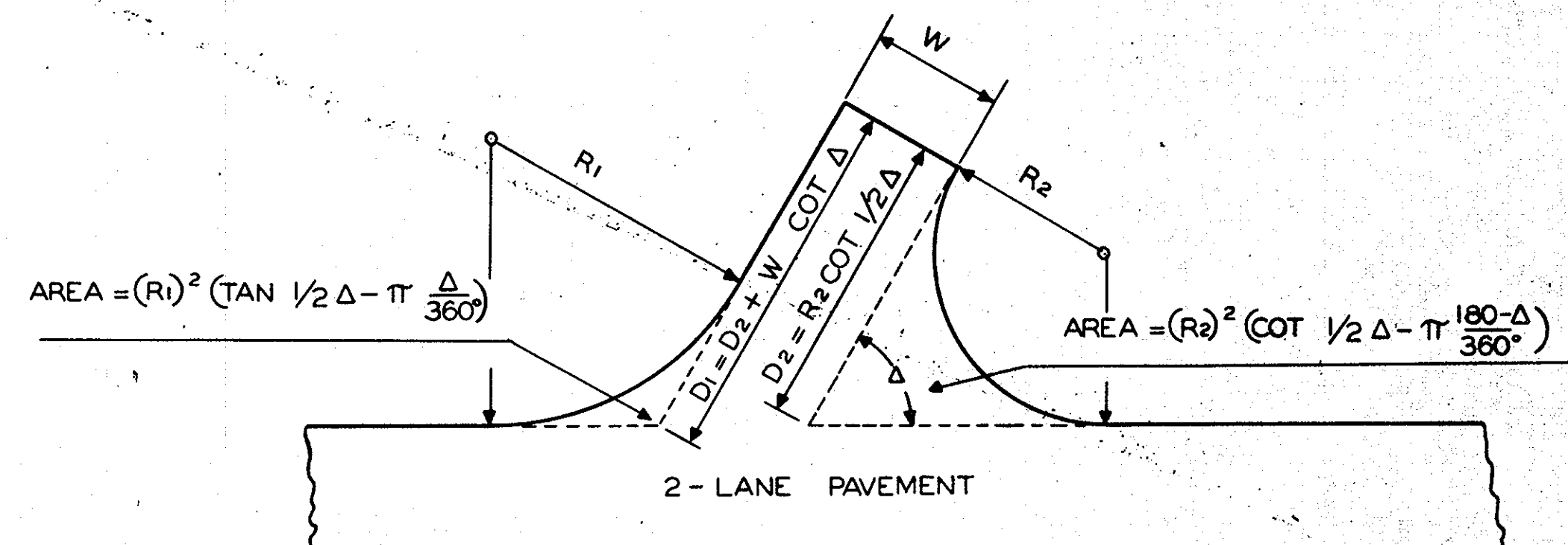
SCALE: 1" = 25'



T-TYPE INTERSECTION

FOR ANGLES AT OR NEAR 90°
AREA OF PAVED SPUR = $WD + 0.43 R^2$

FOR PRIVATE DRIVEWAYS TO BE PAVED,
USE THIS TYPE WITH 20' RADII AND 10'
WIDTH AT BACK. AREA FOR DRIVEWAY =
41.3 S.Y.



Y-TYPE INTERSECTION

MAXIMUM AND MINIMUM RADII WITH CORRESPONDING INTERSECTION AREAS

ANGLE Δ	MAXIMUM			MINIMUM		
	R1 FEET	R2 FEET	AREA * SY.	R1 FEET	R2 FEET	AREA * SY.
90°	50	50	2 41.7	30	30	116.3
75°	80	50	3 54.3	50	25	145.1
60°	125	35	3 50.2	75	20	164.1
45°	200	25	3 55.9	100	15	170.2
* 30°	300	20	3 98.1	150	10	180.0

* THE AREAS GIVEN ARE FOR THE TOTAL AREA BEYOND THE EDGE OF THE PAVEMENT ON THE MAIN ROAD. WIDTH AT BACK OF INTERSECTION, W = 22 FT.

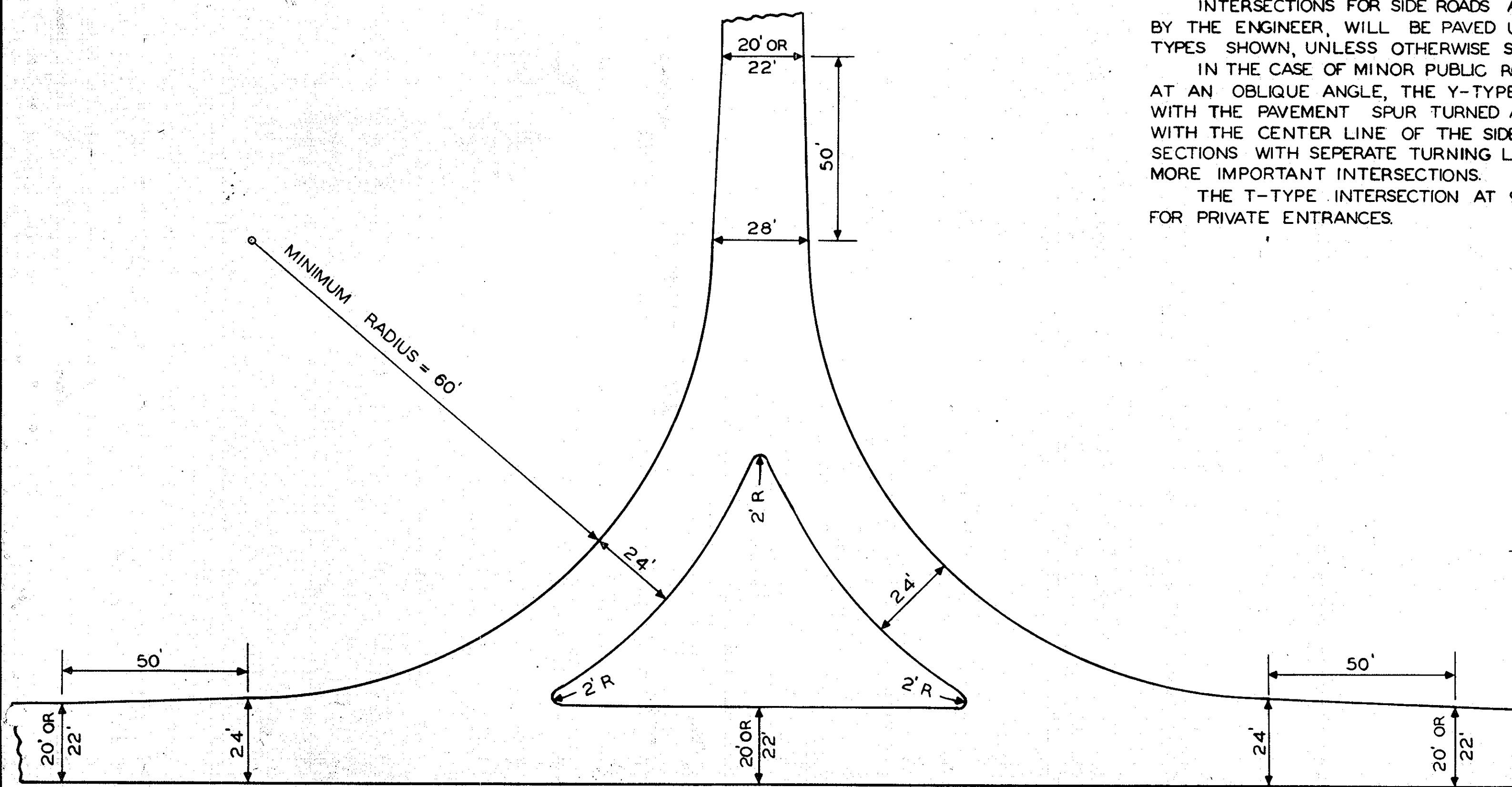
INTERSECTIONS AT LESS THAN 45° SHOULD BE CONSTRUCTED WITH SEPARATE TURNING LANES WHERE PRACTICAL AS SHOWN BY INTERSECTION TYPE BELOW.

GENERAL NOTES:

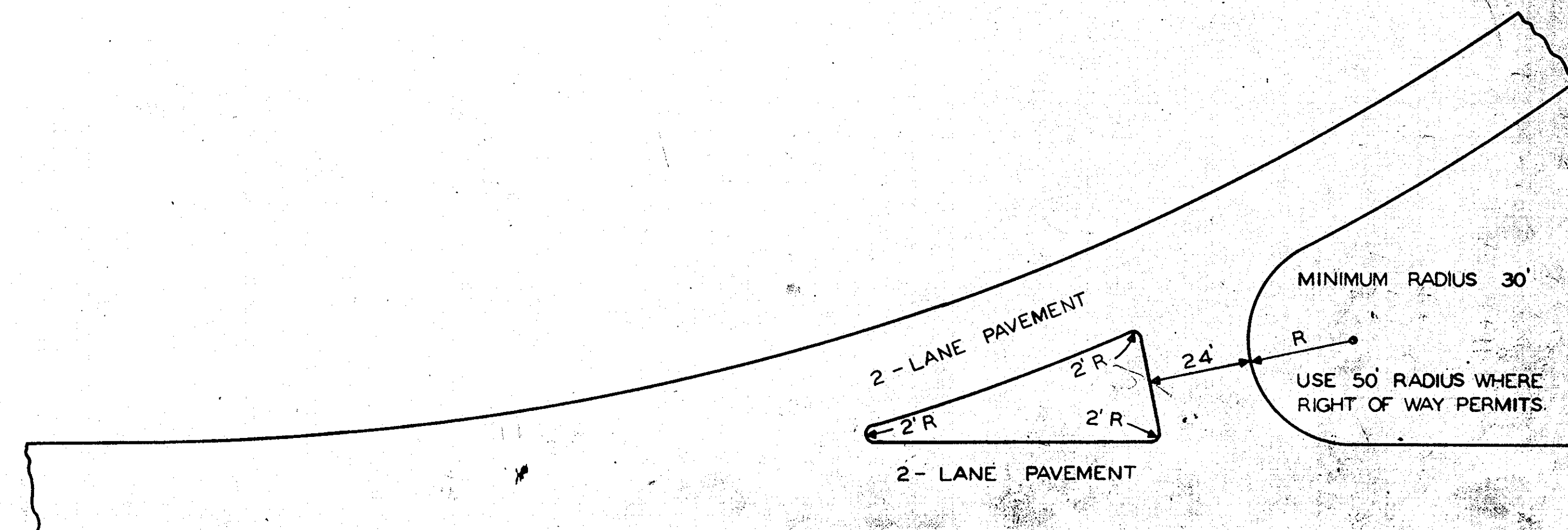
INTERSECTIONS FOR SIDE ROADS AND DRIVEWAYS WHERE DIRECTED BY THE ENGINEER, WILL BE PAVED USING ONE OF THE STANDARD TYPES SHOWN, UNLESS OTHERWISE SHOWN ON PLANS.

IN THE CASE OF MINOR PUBLIC ROADS INTERSECTING THE HIGHWAYS AT AN OBLIQUE ANGLE, THE Y-TYPE INTERSECTION SHOULD BE USED WITH THE PAVEMENT SPUR TURNED AT THE PROPER ANGLE TO LINE UP WITH THE CENTER LINE OF THE SIDE ROAD. T-TYPE OR Y-TYPE INTERSECTIONS WITH SEPARATE TURNING LANES SHOULD BE USED AT THE MORE IMPORTANT INTERSECTIONS.

THE T-TYPE INTERSECTION AT 90° SHOULD BE USED AT DRIVEWAYS FOR PRIVATE ENTRANCES.



T-TYPE INTERSECTION WITH SEPARATE TURNING LANES



Y-TYPE INTERSECTION WITH SEPARATE TURNING LANE

DESIGNED BY GEO. C. SAWYER 11-17-45
DRAWN BY CARL W. METZ 11-19-45
RETRACED BY CONNIE WILLIS 11-22-57

SUPERELEVATION STANDARD

S. C. STATE HIGHWAY DEPT.
COLUMBIA

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	RD NO.	SHEET NO.	TOTAL SHEETS
3	S.C.	Berkeley Charleston	810.355	EH.69.1(2)	5-9B	4	51

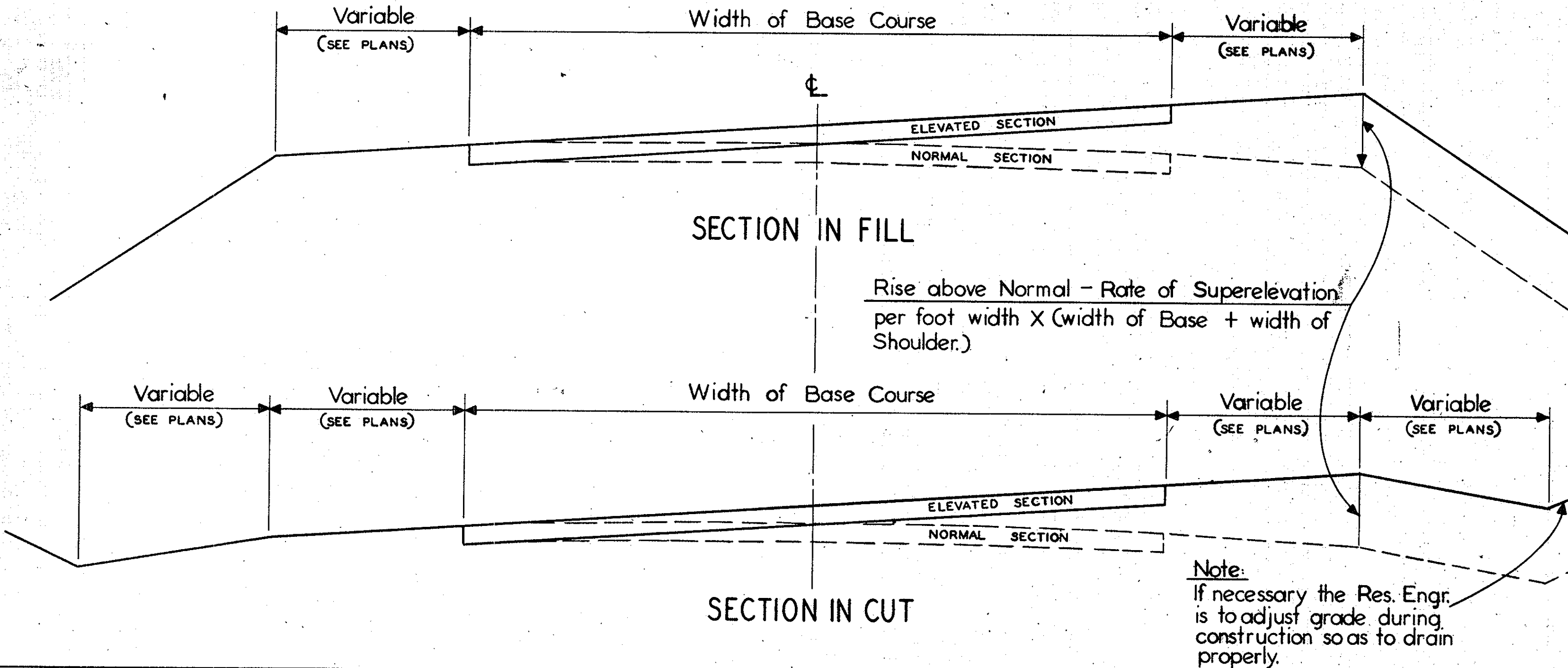
NOTES

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, super-elevation may be obtained by revolving the surface about the centerline instead of the inside edge, the amount of super-elevation to be the same as shown in the table. For all types of surfacing the roadway crown shall decrease gradually from the point where super-elevation 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



Note:
If necessary the Res. Engr. is to adjust grade during construction so as to drain properly.

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

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

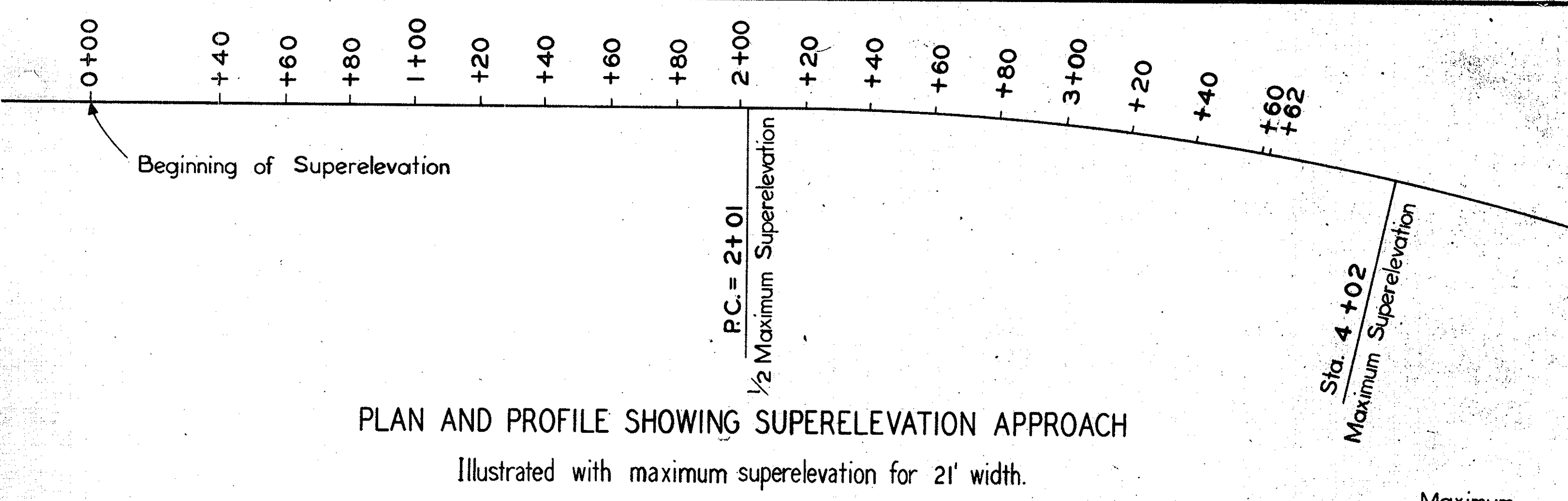
DEGREE OF CURVE	RADIUS OF CURVE	SUPERELEV. IN FT. PER FT. WIDTH	TOTAL SUPERELEVATION - FT.			LENGTH OF APPROACH - FT.		
			21' WIDTH	23' WIDTH	25' WIDTH	21' WIDTH	23' WIDTH	25' WIDTH
0° - 30'	17,459.19	0.014	0.29	0.32	0.35	98	104	110
1° - 00'	5729.65	0.029	0.61	0.67	0.73	162	174	186
1° - 30'	3819.83	0.043	0.90	0.99	1.08	220	238	256
2° - 00'	2864.93	0.057	1.20	1.31	1.43	280	302	326
2° - 30'	2292.01	0.072	1.51	1.66	1.80	342	372	400
3° - 00'	1910.08	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

SUPERELEVATION IN FEET	DEGREE OF CURVE	DISTANCE FROM BEGINNING OF SUPERELEVATION IN DIRECTION OF CURVE - 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	402						
21 FT. WIDTH	0°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.28	.29	.30	.31	.32	.33	.34	.35	.36	.37	.38	.39	.40	.41	.42	.43	.44	.45	.46	.47	.48	.49	.50	.51	.52	.53	.54	.55	.56	.57	.58	.59	.60	.61	.61				
23 FT. WIDTH	0°-30'	.01	.03	.06	.10	.15	.20	.24	.27	.29	.31	.32	.33	.34	.35	.36	.37	.38	.39	.40	.41	.42	.43	.44	.45	.46	.47	.48	.49	.50	.51	.52	.53	.54	.55	.56	.57	.58	.59	.60	.61	.61	.62	.63	.64	.65	.66	.67



PLAN AND PROFILE SHOWING SUPERELEVATION APPROACH
Illustrated with maximum super-elevation for 21' width.

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

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

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'	5729.65	0.014	0.27	0.29	0.32	94	98	104
1° - 30'	3819.83	0.021	0.40	0.44	0.48	120	126	136
2° - 00'	2864.93	0.029	0.55	0.61	0.67	150	162	174
2° - 30'	2292.01	0.036	0.68	0.76	0.83	176	192	206
3° - 00'	1910.08	0.043	0.82	0.90	0.99	204	220	238
3° - 30'	1637.28	0.050	0.95	1.05	1.15	230	250	270
4° - 00'	1432.69	0.057	1.08	1.20	1.31	256	280	302
4° - 30'	1273.57	0.065	1.24	1.37	1.50	288	314	340
5° - 00'	1146.28	0.072	1.37	1.51	1.66	314	342	372
5° - 30'	1042.14	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

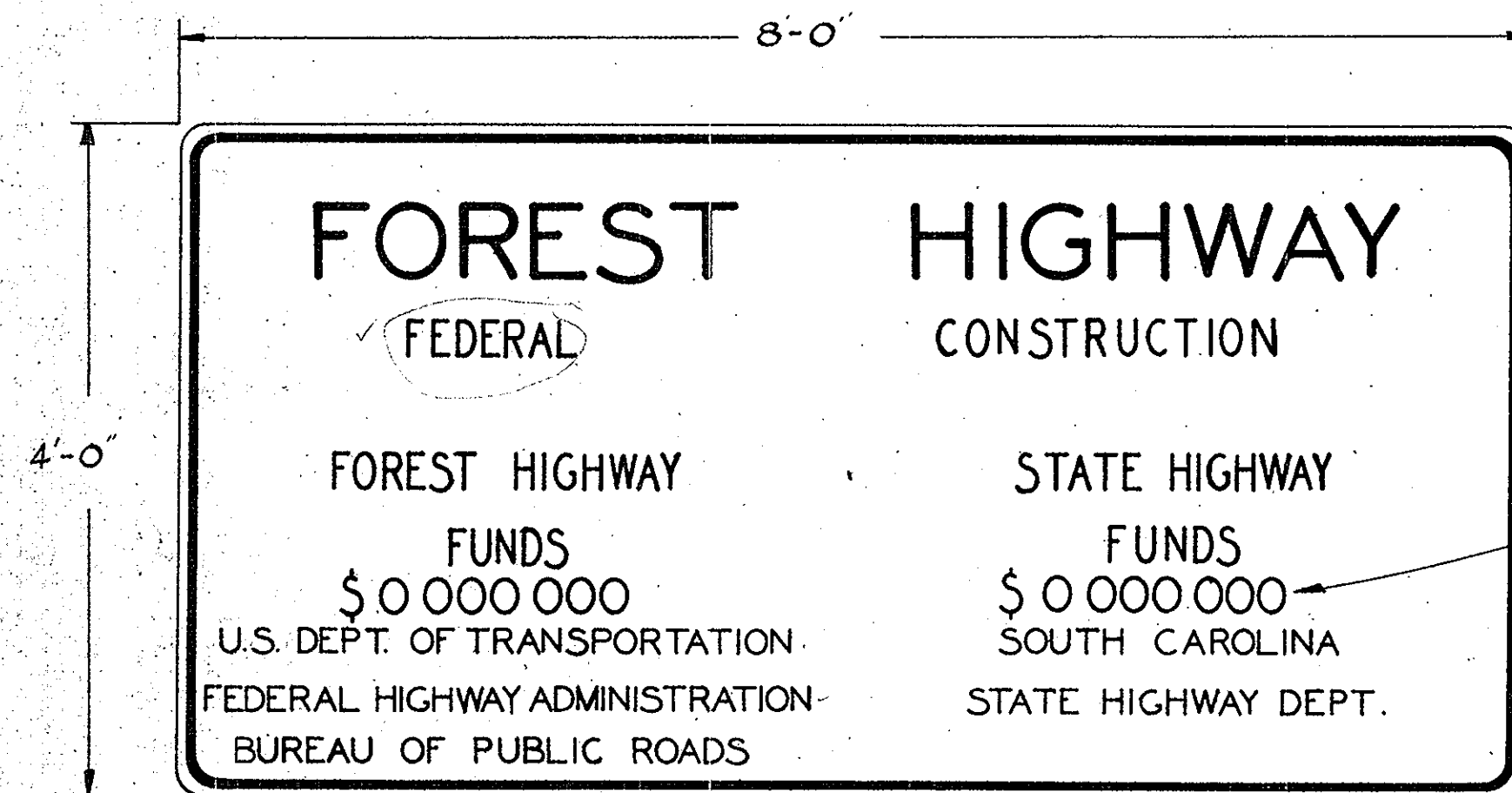
SUPERELEVATION IN FEET	DEGREE OF CURVE	DISTANCE FROM BEGINNING OF SUPERELEVATION IN DIRECTION OF CURVE - FEET																																														
		10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	402						
21 FT. WIDTH	1°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.28	.29	.30	.31	.32	.33	.34	.35	.36	.37	.38	.39	.40	.41	.42	.43	.44	.45	.46	.47	.48	.49	.50	.51	.52	.53	.54	.55	.56	.57	.58	.59	.60	.61	.61				
23 FT. WIDTH	1°-00'	.01	.03	.06	.10	.15	.20	.24	.27	.29	.31	.32	.33	.34	.35	.36	.37	.38	.39	.40	.41	.42	.43	.44	.45	.46	.47	.48	.49	.50	.51	.52	.53	.54	.55	.56	.57	.58	.59	.60	.61	.61	.62	.63	.64	.65	.66	.67

REVISED BY: T.J. HENDRIX 4 - 1946
REDRAWN BY: C.W. METZ 4 - 1946
RETRACTED BY: CONNIE WILLIS 3 - 1958

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S.C.	Charleston Berkeley	810,355	FH-69-100	5-98	5	51

CONSTRUCTION IDENTIFICATION SIGN

FEDERAL-AID PRIMARY & SECONDARY SYSTEM



LEGEND & BORDER: Black
BACKGROUND: White

2 Signs on 6.346 Miles for Rd. 5-98

SIGNS REQUIRED

2 Signs will be required on the enclosed plans. See Plan Sheets 6 & 17

FABRICATION

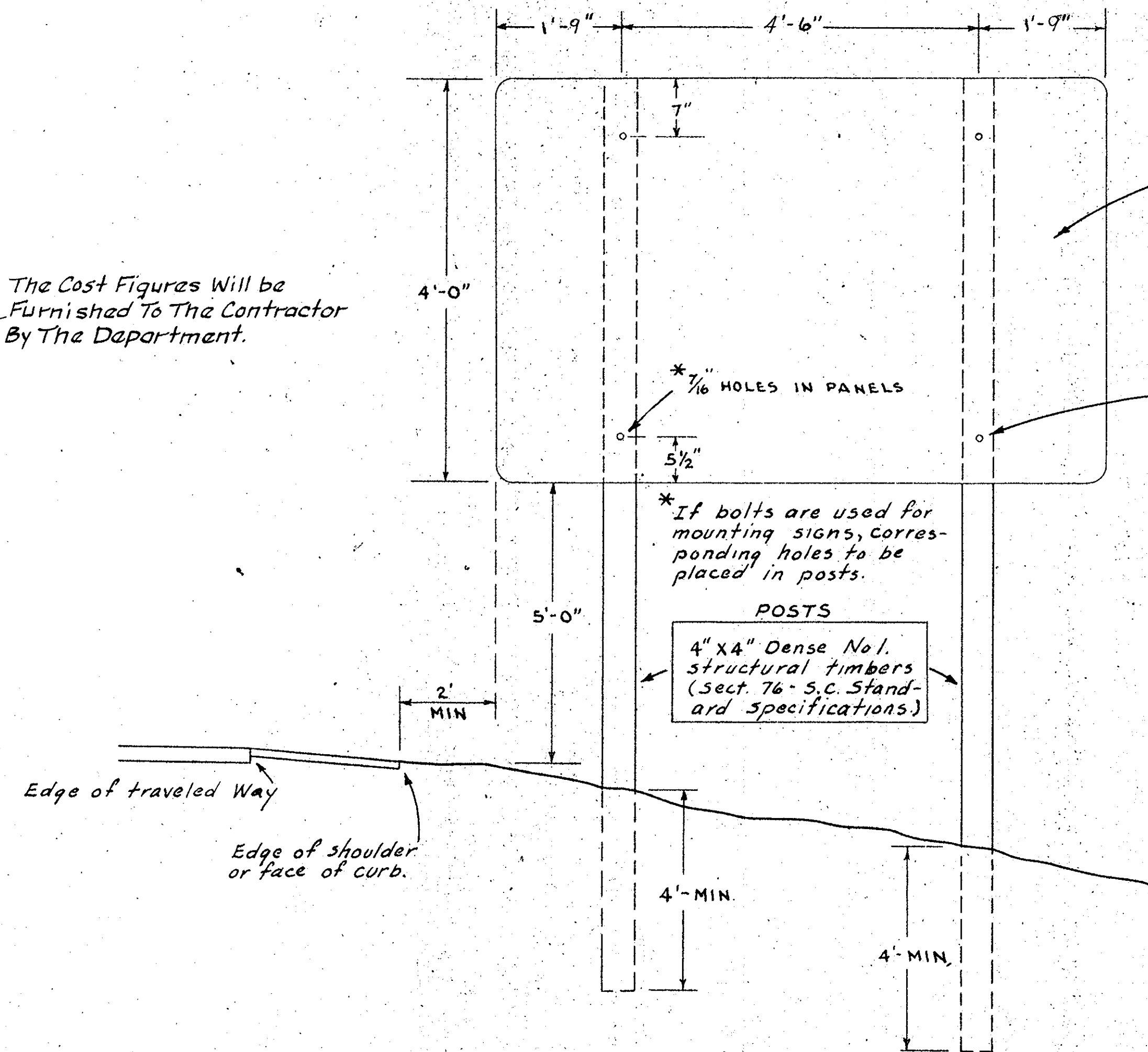
The sign panel shall be made of one piece of Plywood as indicated above. Panels shall be cut to size and mounting holes bored before painting is begun. Care should be exercised in sawing and drilling to avoid splintering. After cutting, all panels shall receive the following treatment:—

1. Paint front, back and all edges with a coat of "Outside White Paint" (Section 80, S.C. Standard Specifications), applying a heavy coat to edges. Allow panels to Air-dry with good air circulation for at least 24 hours, longer if necessary to assure the panels are thoroughly dry.
2. Repeat Step 1.
3. Abrade face of panel lightly with fine sandpaper or steel wool.
4. Repeat Step 1.
5. Apply Legend and Border (See "Legend") at rate necessary to assure a full cover and uniform copy. Paints for Legend shall be a high quality exterior silk screen enamel for screen application and a high quality exterior Bulletin lettering enamel for brush application.

LEGEND

The Legend and Border shall correspond with full scale drawings available to the Contractor from the Department's offices at 1100 Senate St, Columbia, S.C.

The Cost Figures Will be Furnished To The Contractor By The Department.



ERECTION

Sign panels shall be assembled into a single unit, using splice plates and nails as shown above. The nails shall be cleated at the rear of the splice plate.

Posts shall be set as indicated, thoroughly tamping the replaced soil in six inch layers. The posts shall be painted with two coats of "outside white paint", allowing at least 24 hours after each coat, or until the paint is thoroughly dry. The signs shall be mounted as indicated above.

REMOVAL AND OWNERSHIP

The signs shall be removed by the Contractor and shall remain property of the contractor upon completion of the contract.

APPROVED

[Signature]
State Highway Engineer
Date

FED. ROAD DIV. NO.	STATE	COUNTY	FILE NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	Berkeley	810.355	F.H. 69-1(2)	S. 98	6	51

DATE	BY	SURVEYED	ALIGNED	CHECKED	RT. OF WAY
PLAN					
NO.					

DATE	BY	GRADES	PLOTTED	CHECKED	NOTATIONS
PROFILE					
NO.					

Remove 41'-18" C.M. Pipe
Place 48'-18" R.C. Pipe

The Equality Only:
Sta. 308+376 Rd. S-100-598 File No. 10.552-
Sta. 399+80.5 Rd. S-598 File No. 8.425
The Equality Only:
Sta. 307+88.6 Rd. S-100-598 File No. 10.552-
Sta. 400+376 Rd. S-598 File No. 8.425

Note:
E of Road is Berkeley
Charleston County Line

ERECT ONE (1) STATE-FEDERAL
HIGHWAY CONSTRUCTION SIGN
See Sheet No. 5

Survey Sta. 308+48 Beginning of File No. 810.355
F.H. 69-1(2) Rd. S-98

Place 20'-15" R.C. Pipe

Place 20'-15" R.C. Pipe

Place 20'-15" R.C. Pipe

Place 20'-15" R.C. Pipe

Place 20'-15" R.C. Pipe

Remove 12'-15" C.M. Pipe
Place 20'-15" R.C. Pipe

Place 20'-15" R.C. Pipe

Place 20'-15" R.C. Pipe

Place 20'-15" R.C. Pipe

Place 20'-15" R.C. Pipe

Place 20'-15" R.C. Pipe

Remove 12'-15" C.M. Pipe
Place 20'-15" R.C. Pipe

GENERAL CONSTRUCTION NOTES:

Changes involving increased cost of project or changes in alignment must be specifically authorized by the State Highway Engineer. District Engineer may authorize minor alterations not in conflict with the Standard Practices of the Department and not involving increases in cost. Forward 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 canting about centerline and for a design speed of 45 MPH. 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.

Excavate & Fill	1000 CY for Removing & Replacing Unstable Material
Overhaul	418,475 C.Y.H.P. for Base Course Material
Earth Type Base Course (P.I. Material)	450 CY for Intersections and Drives
25% for compaction	
Sealing, Patching, etc.	2,100 M.S.Y. for Intersections and Drives
Bituminous Surfacing	2,100 S.Y. for Intersections and Drives
PI#1 15" Plant Conc. Culu. Pipe (Class III)	10 LF for additional side lines
" 41-18" " " " (Class III)	40 LF for additional side lines
PI#2 15" C.M. Culu. Pipe (Class 16)	40 LF " " " "
PI#2 18" " " " " " " " " " " "	40 LF " " " "
PI#3 15" Corrug. Alura Alloy Culu. Pipe (Class 16)	40 LF " " " "
PI#3 18" " " " " " " " " " " "	40 LF " " " "
4" Tilt Hindarchain	100 LF where directed by Engineer
Road Fence	2500 LF where directed by Engineer

NOTE: Utility poles which are necessary to relocate during construction will be relocated adjacent to the outer limits of the right of way.

B.M. 428 Nail in Base of 6" Cherry 45' RI at Sta. 307+40 Rd. S-100 File No. 10.552 PI=4740

B.M. 428 Nail in Base of 6" Cherry 45' RI at Sta. 307+40 Rd. S-98 File No. 11-4740

B.M. 29 Nail in Base of 4" Pipe 72' L.S. 320-6 Elev. = 47.26

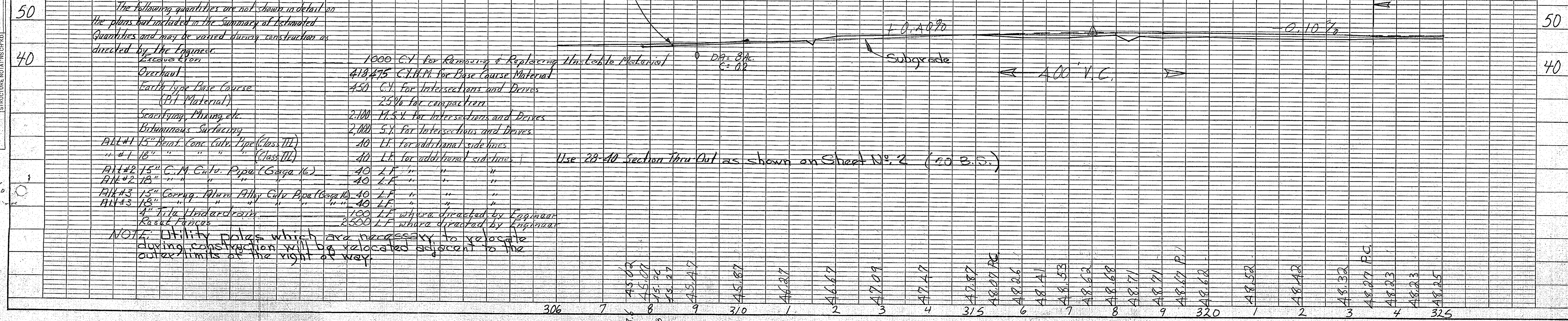
Exc	621	Emb	178
		30%	143
Total	621	Total	621

Exc	0	Emb	561	100
Bar	729	30%	168	
Total	729	Total	729	

OVERHAUL = 2916 C.Y.H.P.

P.I. = 317+50
Elev. = 48.87

Use 28-40 Section thru Out as shown on Sheet No. 2 (no B.S.)

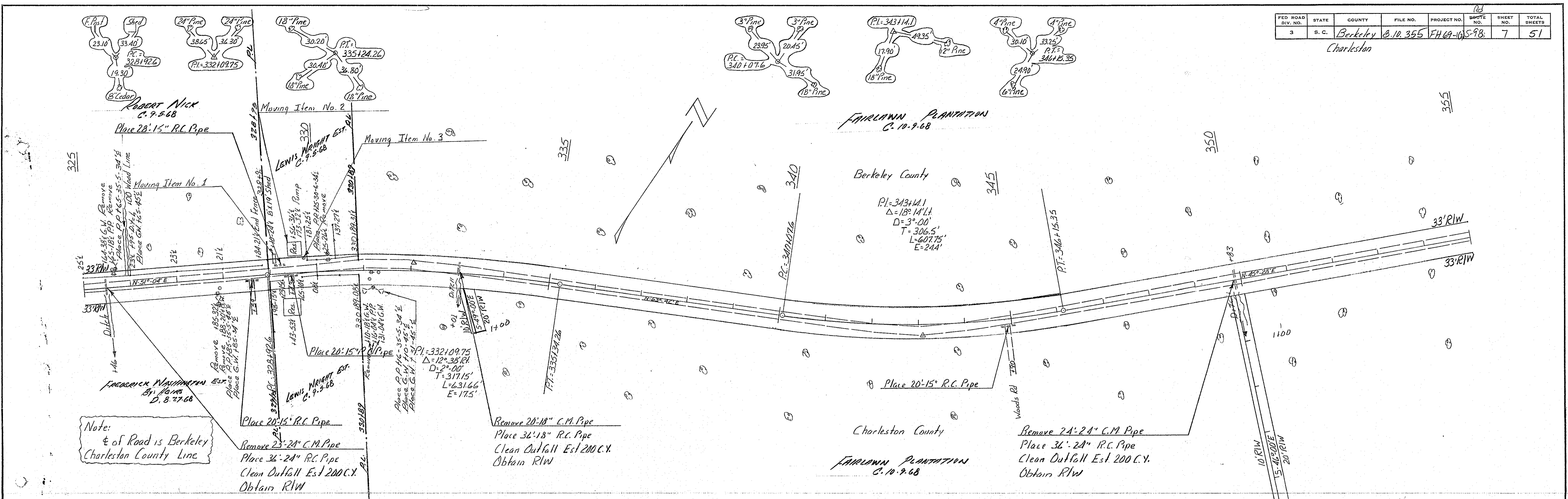


FED. ROAD DIV. NO.	STATE	COUNTY	FILE NO.	PROJECT NO.	DRAWING NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	Berkeley	B. 10. 355	FH 69-10	S-98	7	51

Charleston

DATE: _____ BY: _____
 SUPERVISOR: _____
 PLANNED: _____
 NOTE BOOK: _____
 NO. _____

DATE: _____ BY: _____
 SUPERVISOR: _____
 PROFILE: _____
 NOTE BOOK: _____
 NO. _____

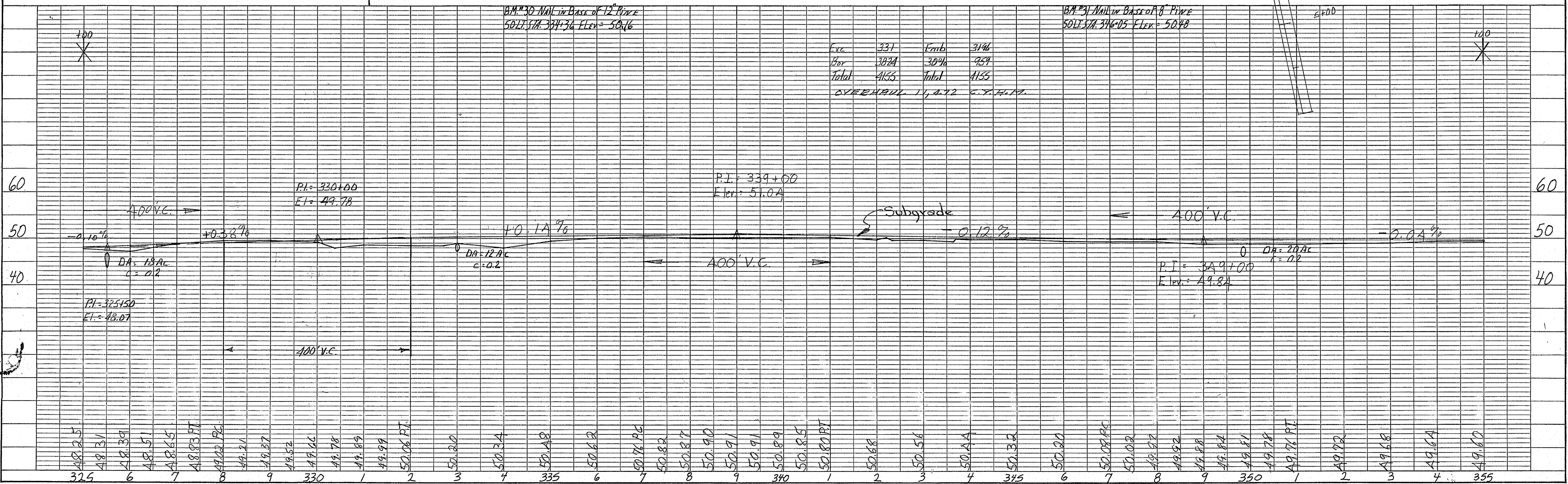


Note:
 E of Road is Berkeley
 Charleston County Line

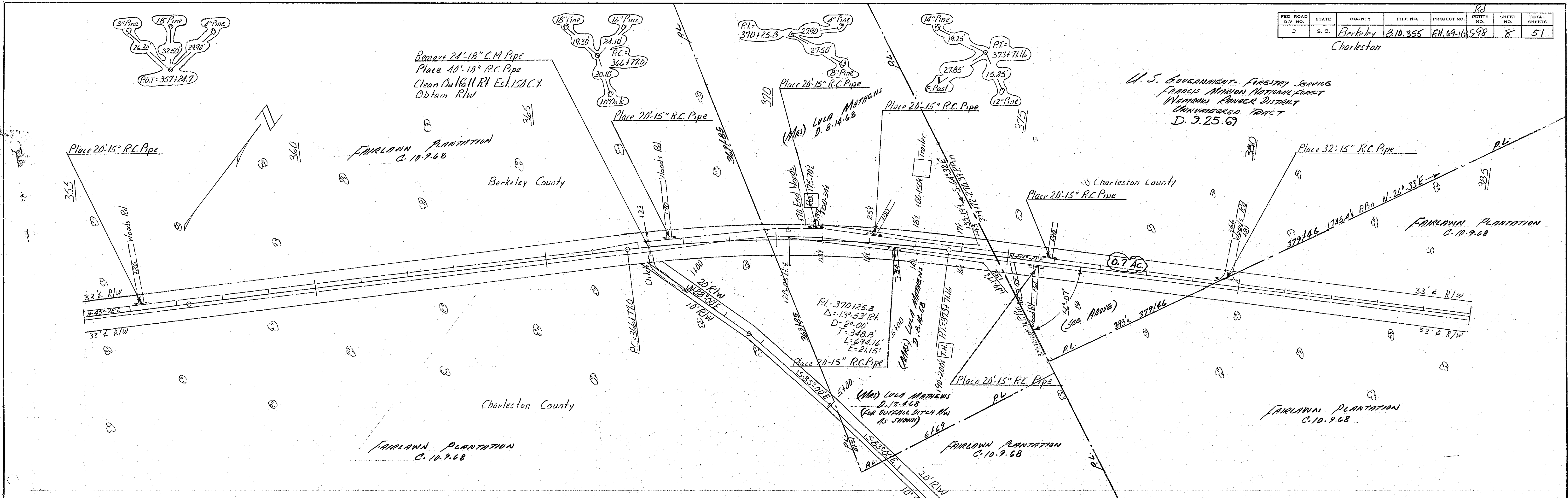
Remove 23'-24" C.M. Pipe
 Place 36'-24" R.C. Pipe
 Clean Outfall Est. 200 C.Y.
 Obtain R/W

Remove 20'-18" C.M. Pipe
 Place 36'-18" R.C. Pipe
 Clean Outfall Est. 200 C.Y.
 Obtain R/W

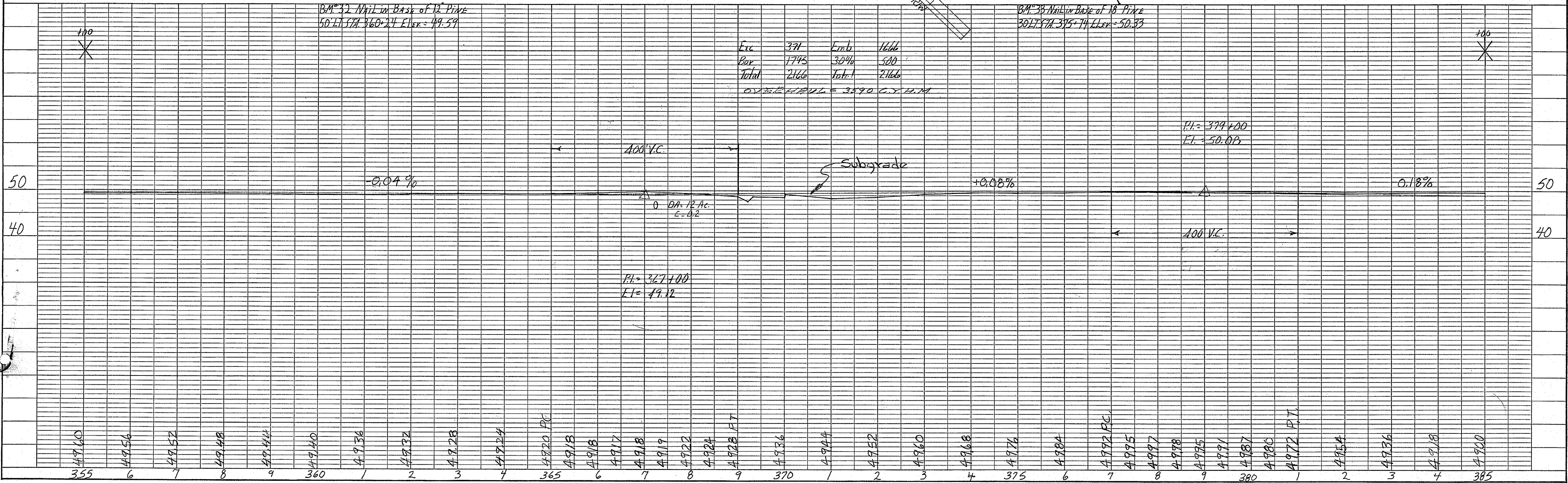
Remove 24'-24" C.M. Pipe
 Place 36'-24" R.C. Pipe
 Clean Outfall Est. 200 C.Y.
 Obtain R/W

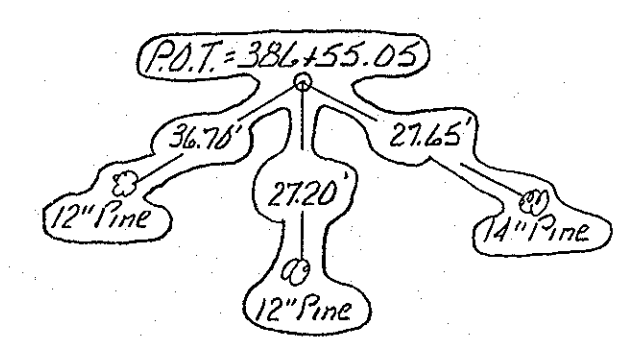


DATE _____ BY _____
 SURVEYED _____
 NOTE BOOK _____
 ALIGNMENT CHECKED _____
 RT. OF WAY CHECKED _____
 PLAN NO. _____

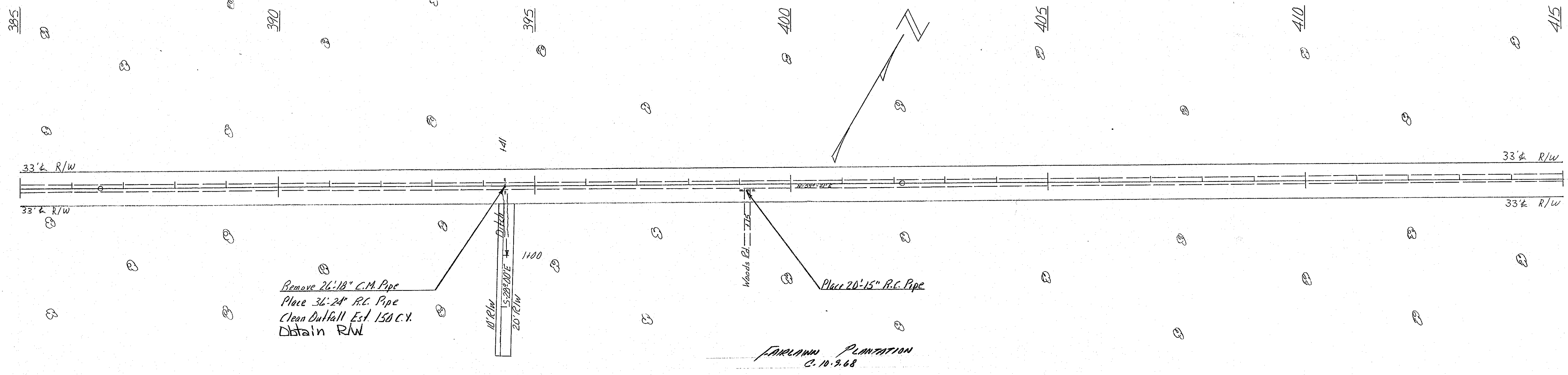
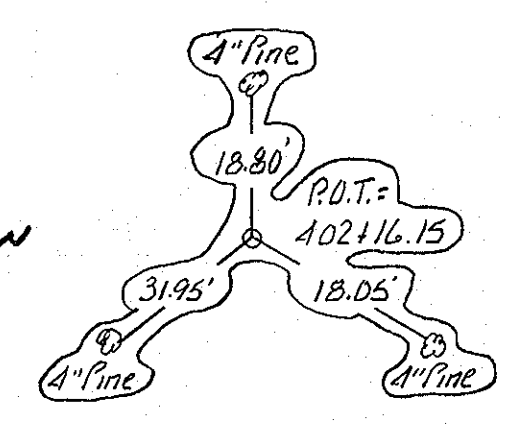


DATE _____ BY _____
 SURVEYED _____
 NOTE BOOK _____
 GRADES CHECKED _____
 B. M. NOTED _____
 STRUCTURE NOTATION CHECKED _____
 PROFILE NO. _____





FAIRLAWN PLANTATION
C. 10. 9. 68



PLAN
SURVEYED
NOTE BOOK
ALIGNMENT CHECKED
RT. OF WAY CHECKED
NO.

PROFILE
SURVEYED
DATE
BY
DATE
12/6/68
S.G.Z.
NOTE BOOK
NO. 1
B. M. NOTED
STRUCTURE NOTATIONS OK'D

B.M. 34 Nail in Base of 18" Pine
601 FT. STA. 388.95 ELEV. = 48.62

B.M. 35 Nail in Base of 6" Pine
702 FT. STA. 403.79 ELEV. = 48.23

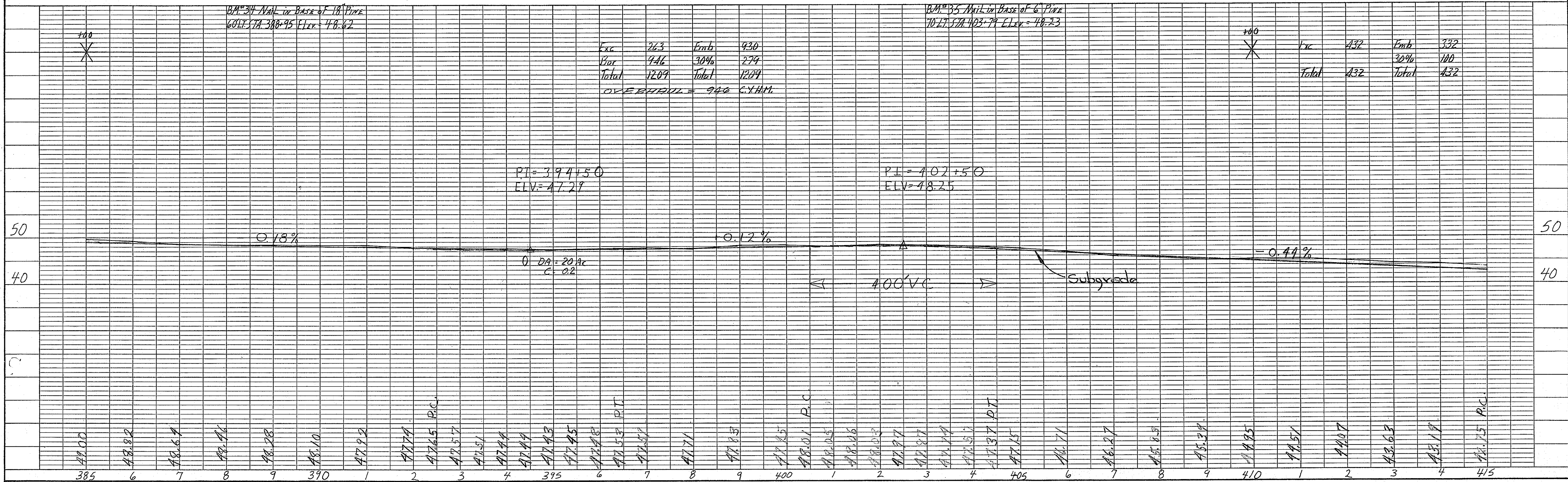
Exc	263	Emb	930
Var	446	30%	274
Total	1209	Total	1209
OVERHEAD = 946 C.Y.M.			

Exc	432	Emb	332
Var		30%	100
Total	432	Total	432

PI = 394+50
ELV = 47.29

PI = 402+50
ELV = 48.25

0 DA = 20 ac
C = 0.2

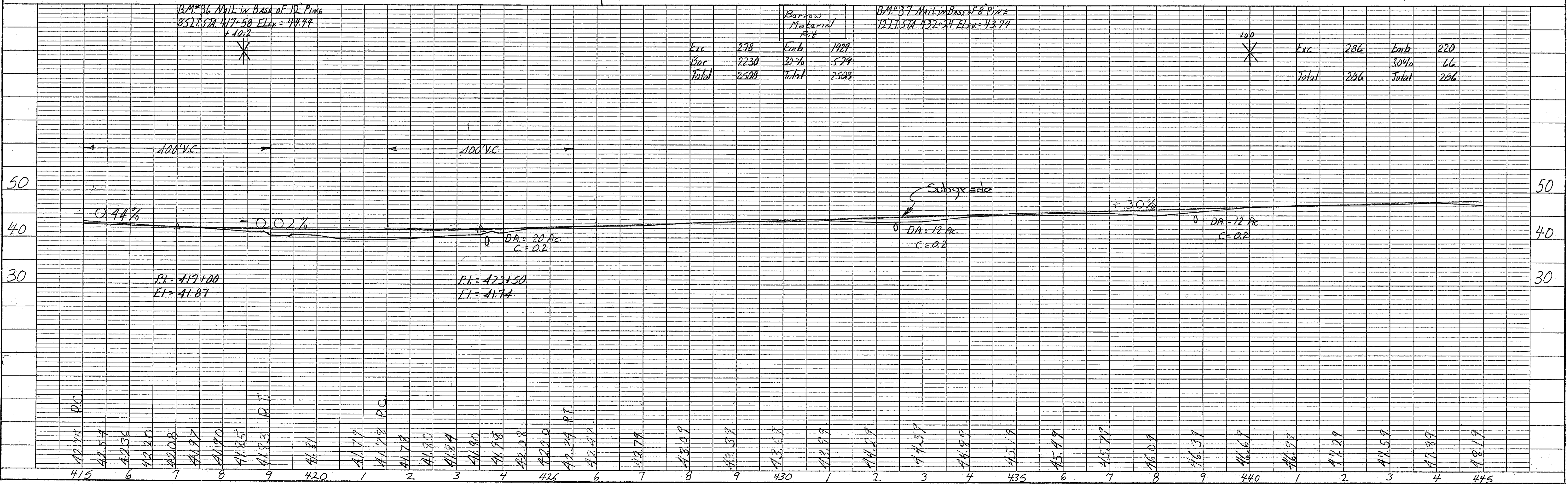
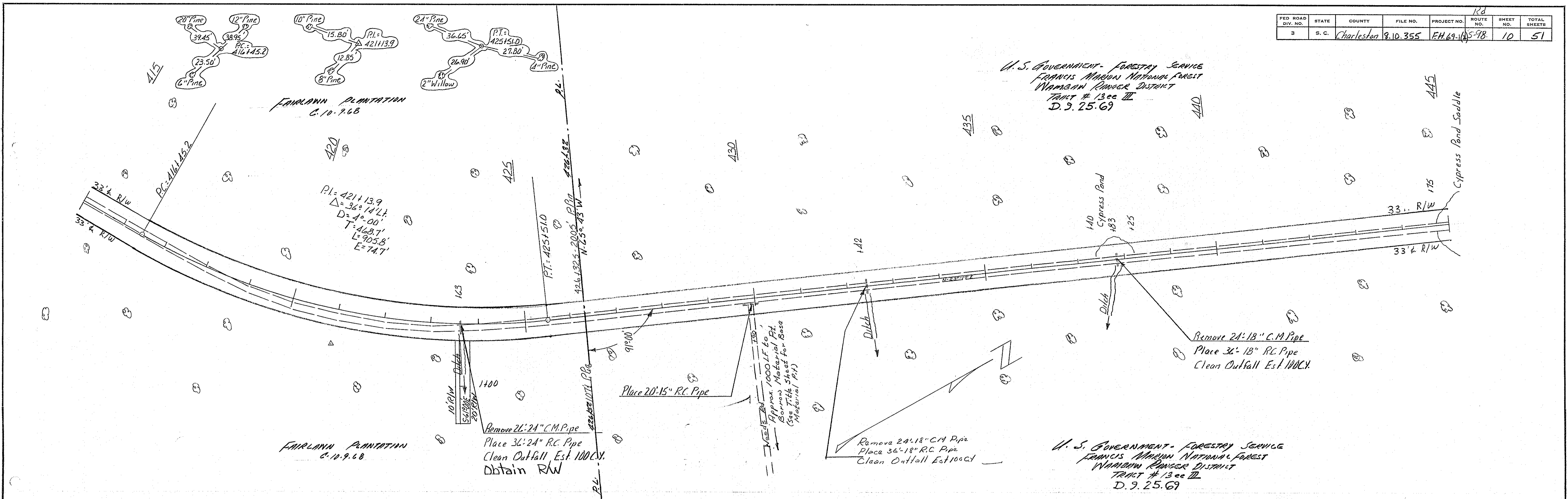


U. S. GOVERNMENT - FORESTRY SERVICE
 FRANCIS MARION NATIONAL FOREST
 WARREN RANGER DISTRICT
 TRACT # 13cc III
 D. 9. 25. 69

U. S. GOVERNMENT - FORESTRY SERVICE
 FRANCIS MARION NATIONAL FOREST
 WARREN RANGER DISTRICT
 TRACT # 13cc III
 D. 9. 25. 69

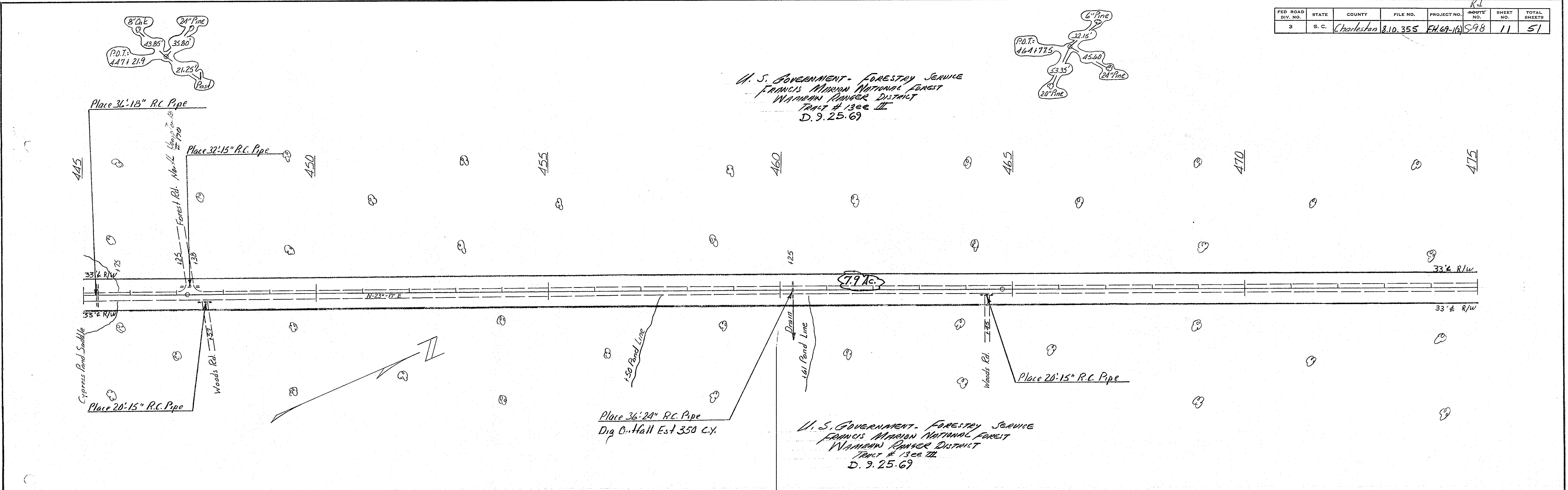
DATE
 BY
 CHECKED
 PLAN
 NOTE BOOK NO.

DATE
 BY
 CHECKED
 PROFILE
 NOTE BOOK NO.



FED. ROAD DIV. NO.	STATE	COUNTY	FILE NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	Charleston	8.10.355	FH.69-16	S.98	11	51

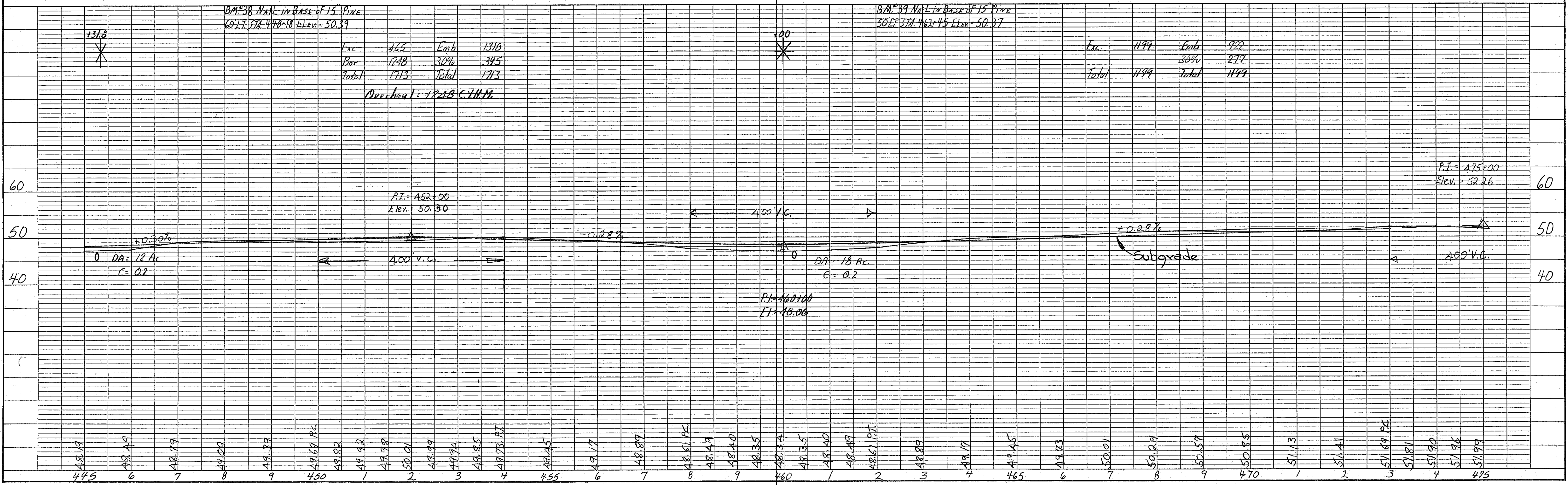
DATE: _____ BY: _____
 SURVEYED, PLOTTED, NOTE BOOK, ALIGNMENT CHECKED, RT. OF WAY CHECKED.
 PLAN NO. _____



U. S. GOVERNMENT - FORESTRY SERVICE
 FRANCIS MARION NATIONAL FOREST
 WARREN RANGER DISTRICT
 TRACT # 1322 III
 D. 9. 25. 69

U. S. GOVERNMENT - FORESTRY SERVICE
 FRANCIS MARION NATIONAL FOREST
 WARREN RANGER DISTRICT
 TRACT # 1322 III
 D. 9. 25. 69

DATE: 12/28/68 BY: g.z.k.
 SURVEYED, GRADES CHECKED, B. M.'S NOTED, STRUCTURE NOTATIONS CHECKED.
 PROFILE NO. _____

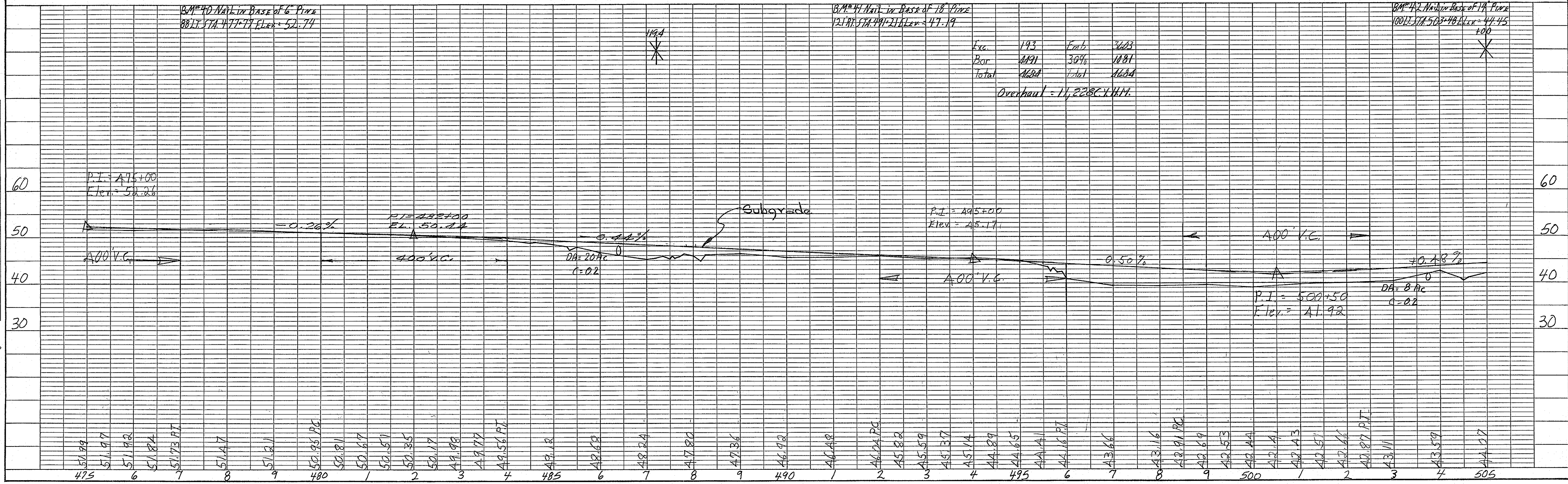
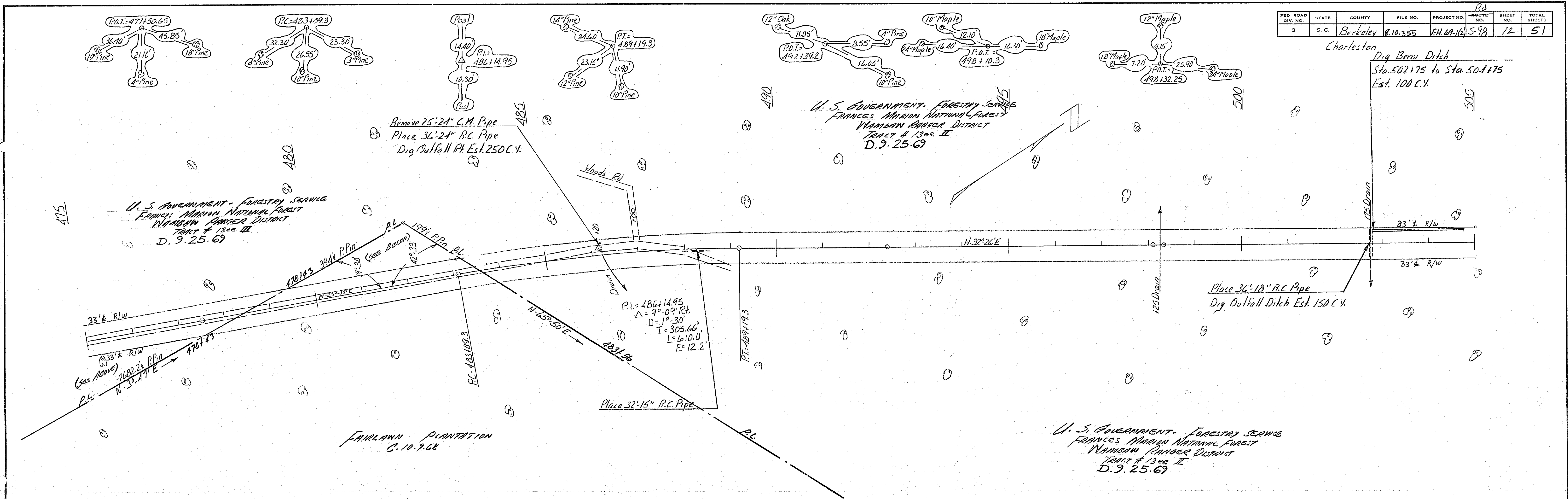


Charleston
Dig Berm Ditch
Sta. 502+75 to Sta. 50+175
Est. 100 C.Y.

DATE: _____ BY: _____
SURVEYED: _____
ALIGNED: _____
CHECKED: _____
RT. OF WAY CHECKED: _____
NO. _____

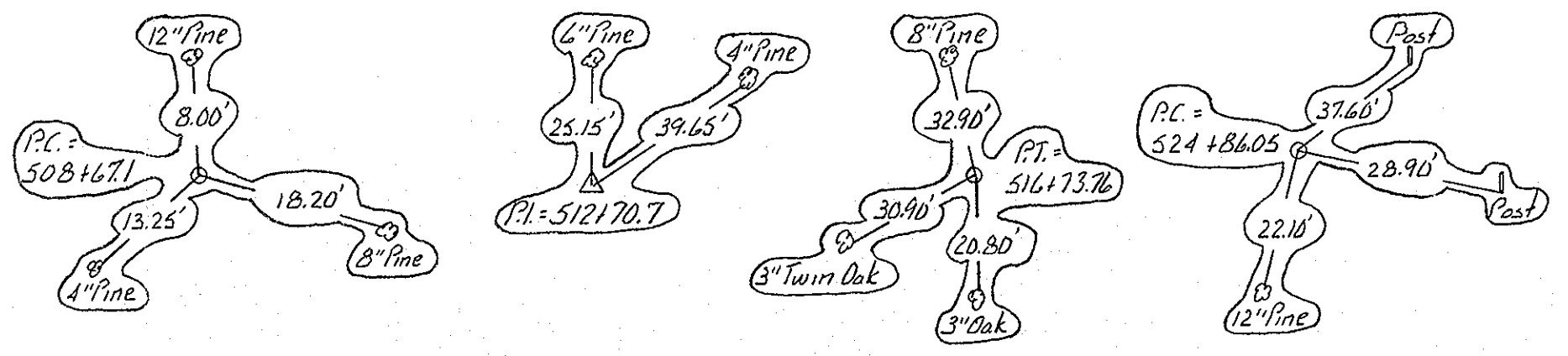
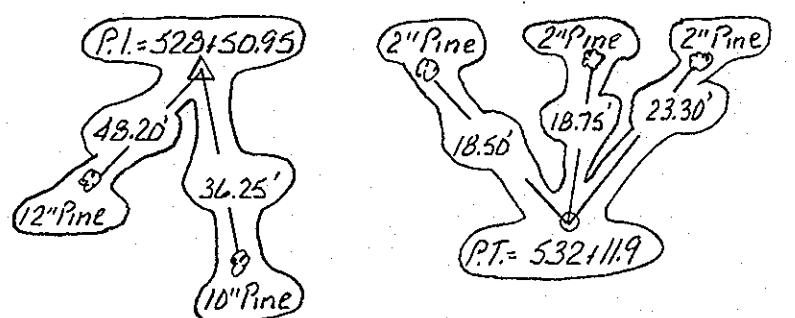
DATE: 7/6/52 BY: S.H.P.
SURVEYED: _____
PLOTTED: _____
CHECKED: _____
BY: _____
NO. _____
STRUCTURE NOTATIONS OK'D: _____

Charleston Co
598



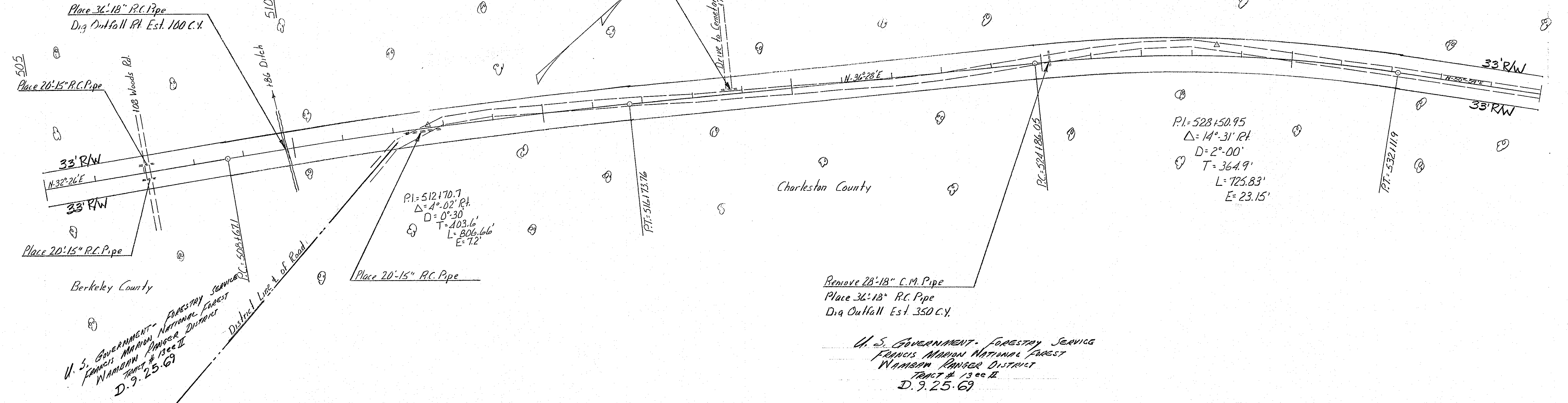
FED. ROAD DIV. NO.	STATE	COUNTY	FILE NO.	PROJECT NO.	DRAWING NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	Berkeley	8.10.355	FH. 69-16	5-98	13	51

U. S. GOVERNMENT - FORESTRY SERVICE
 FRANCIS MARION NATIONAL FOREST
 WITHERSPOO RANGER DISTRICT
 TRACT # 13 sec II
 D. 9. 25. 69
 Berkeley County



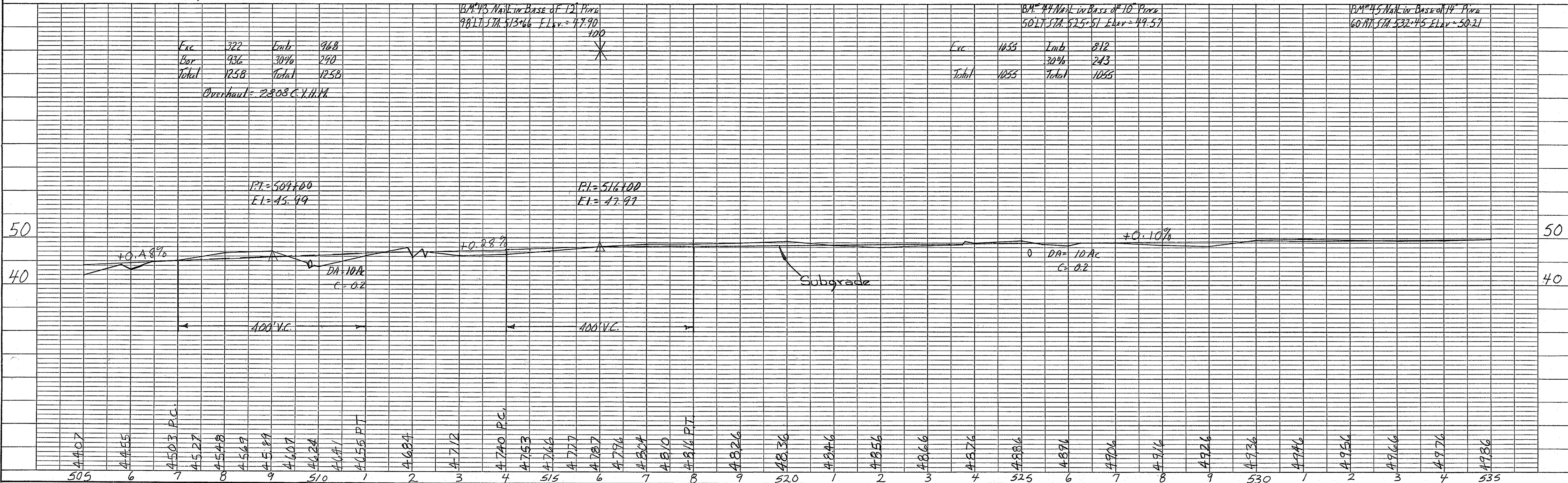
DATE	BY
REVISIONS	
NO.	DESCRIPTION

PLAN
 SURVEYED
 PLOTTED
 ALIGNMENT CHECKED
 RT. OF WAY CHECKED



DATE	BY
10/2/68	g.c.z.
REVISIONS	
NO.	DESCRIPTION

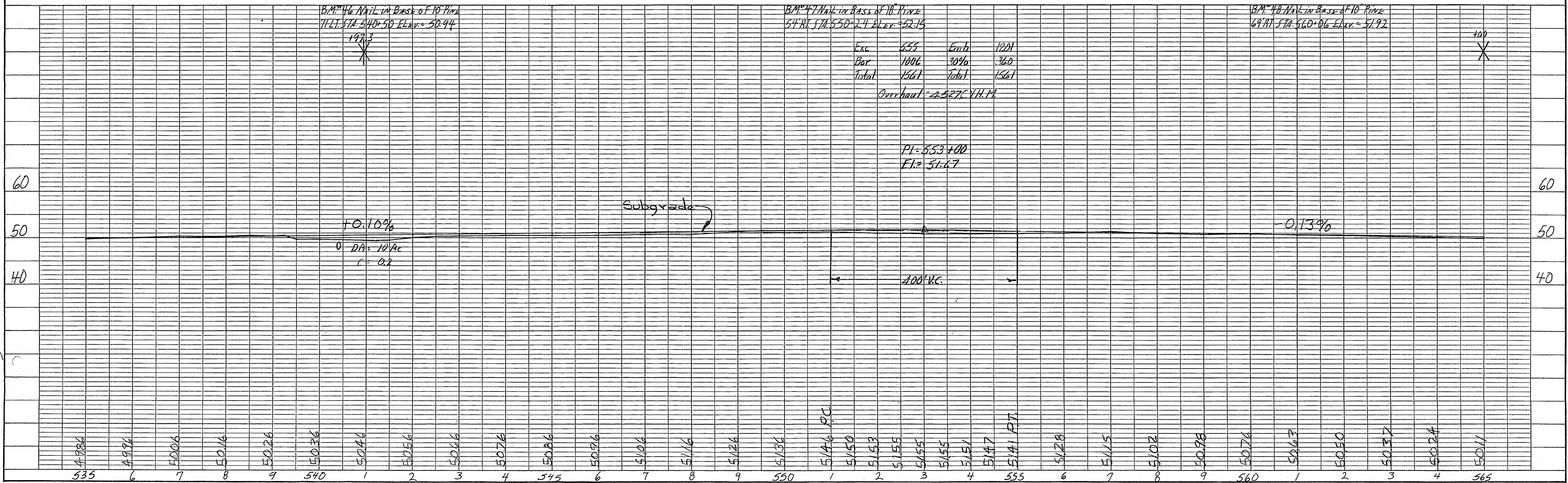
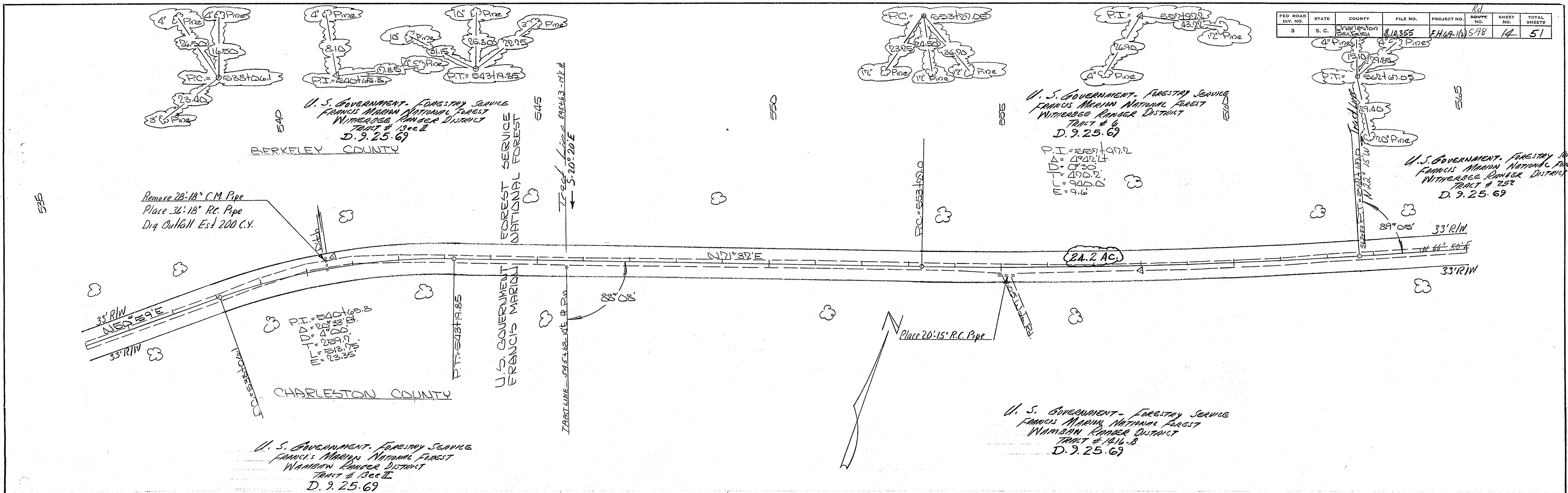
PROFILE
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 PLOTTED
 GRADES CHECKED
 B. M.'S. NOTED
 STRUCTURE NOTATIONS CHECKED



FED. ROAD DIV. NO.	STATE	COUNTY	FILE NO.	PROJECT NO.	DATE	SHEET NO.	TOTAL SHEETS
3	S.C.	Charleston	810355	FH-10-16	5-98	14	51

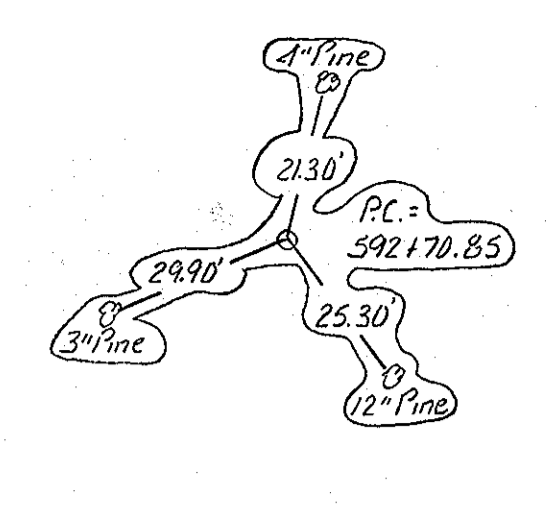
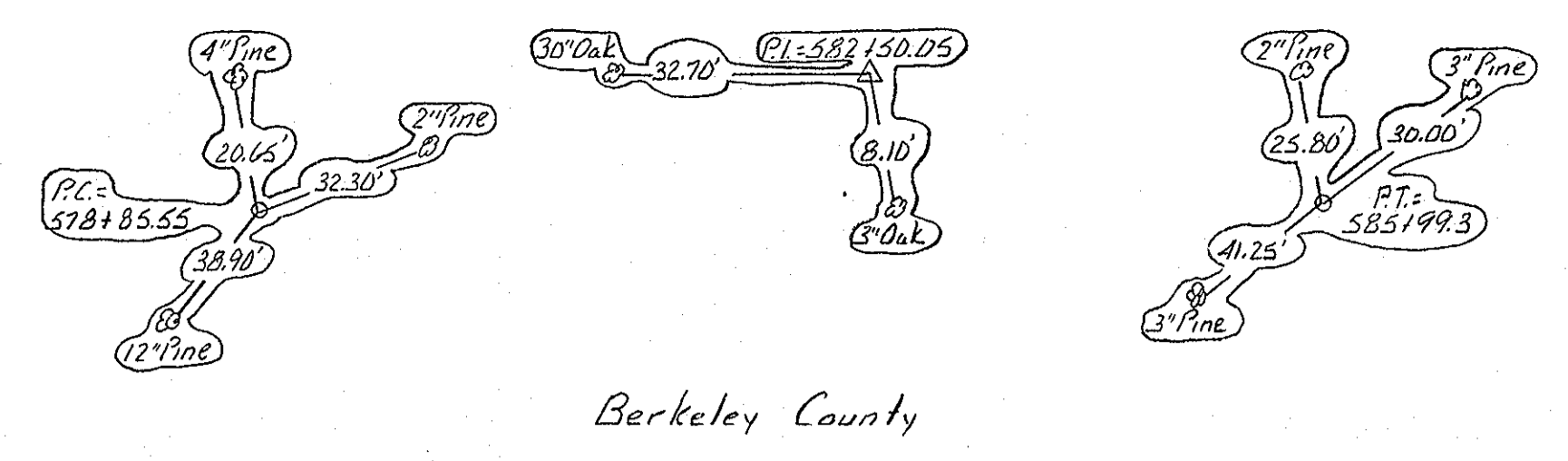
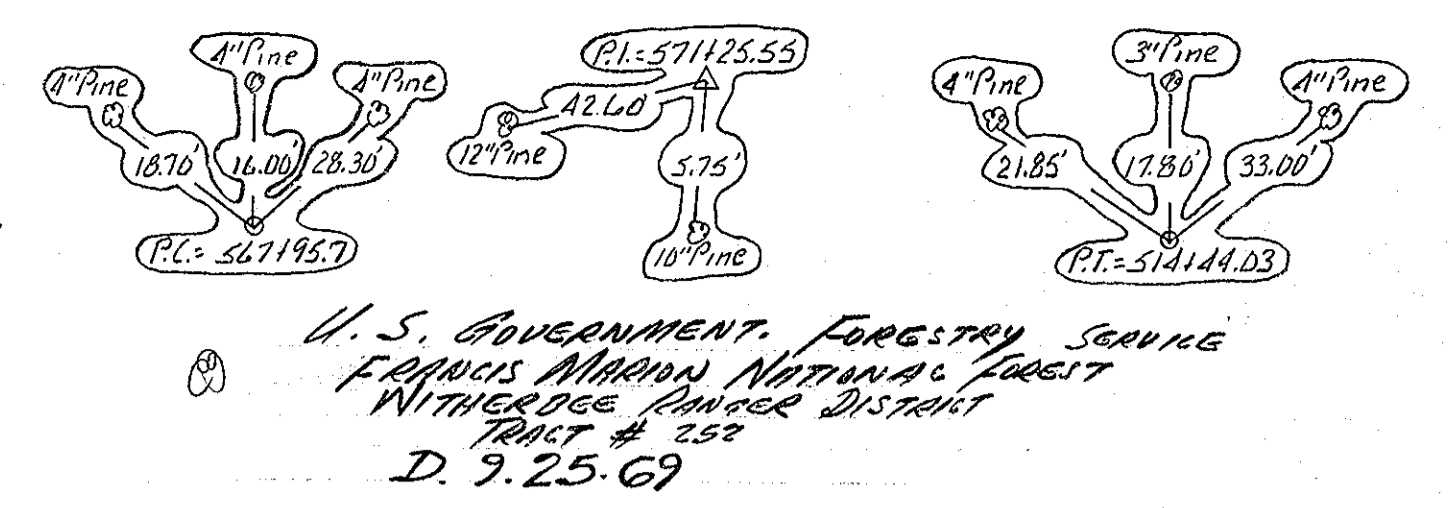
DATE	BY
7/16/62	gld
SURVEYED	
ALIGNED	
RT. OF WAY CHECKED	
NO.	

DATE	BY
7/16/62	gld
SURVEYED	
ALIGNED	
RT. OF WAY CHECKED	
NO.	



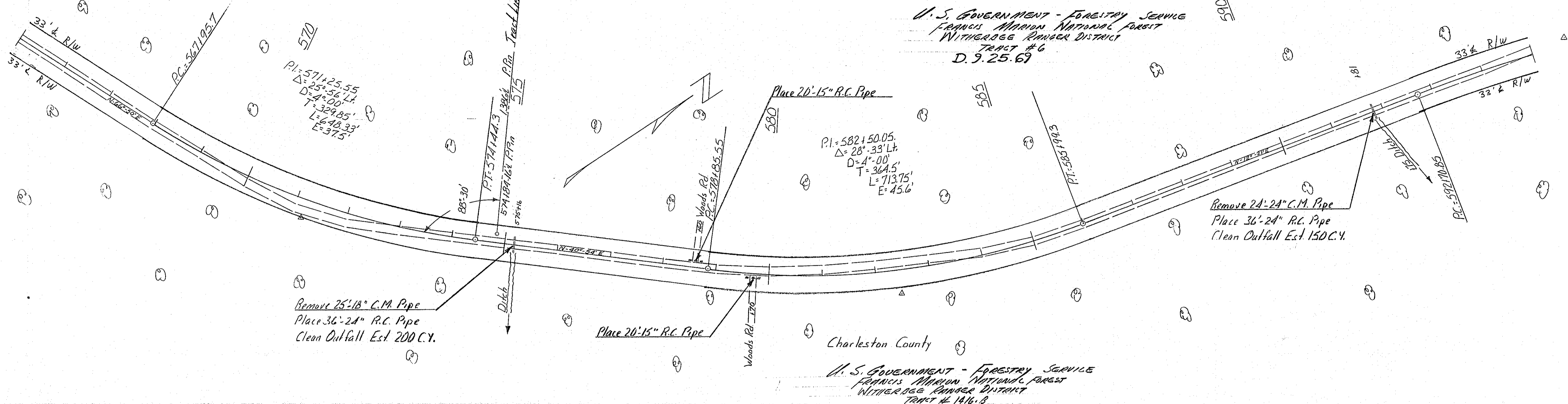
FED. ROAD DIV. NO.	STATE	COUNTY	FILE NO.	PROJECT NO.	NOTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	Berkeley	8.10.355	F.H.69-14	598	15	51

Charleston



DATE	BY

PLAN SURVEYED, PLOTTED, ALIGNED, CHECKED, RT. OF WAY CHECKED, NO.



B.M. 49 Nail in Base of 10" Pipe
73 RT STA. 570+60 EL. = 49.69

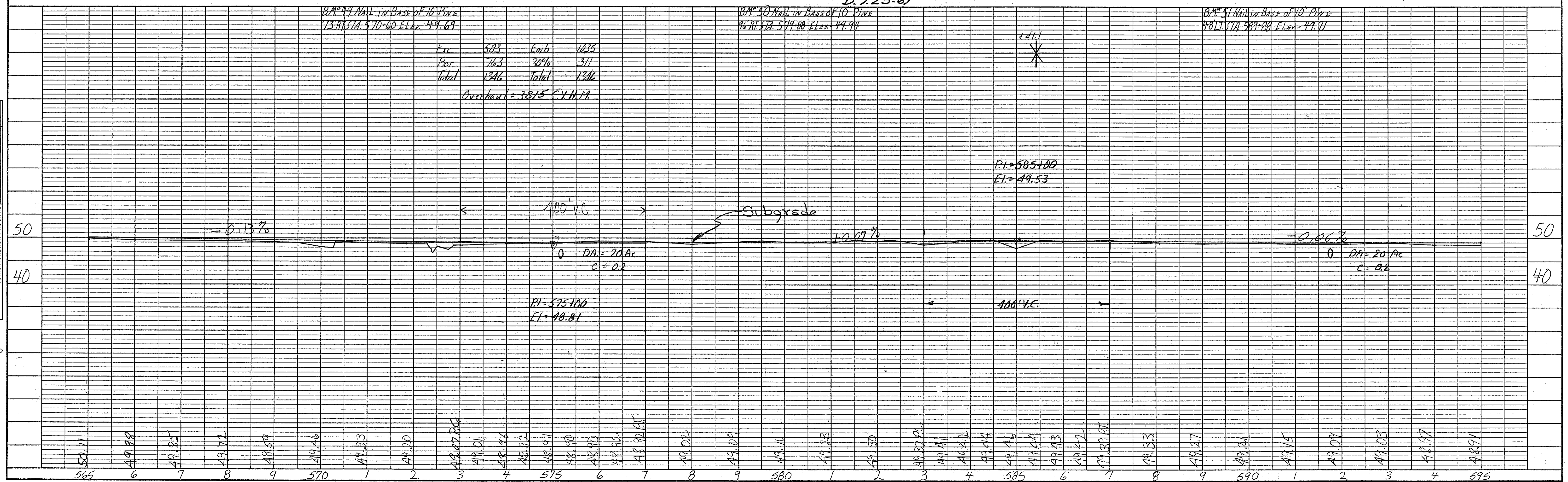
B.M. 50 Nail in Base of 10" Pipe
76 RT STA. 579+88 EL. = 49.94

B.M. 51 Nail in Base of 10" Pipe
78 RT STA. 589+80 EL. = 49.71

Exc	583	Emb	1035
Por	763	38%	371
Total	1346	Total	1346
Overhaul = 3815 CYHM			

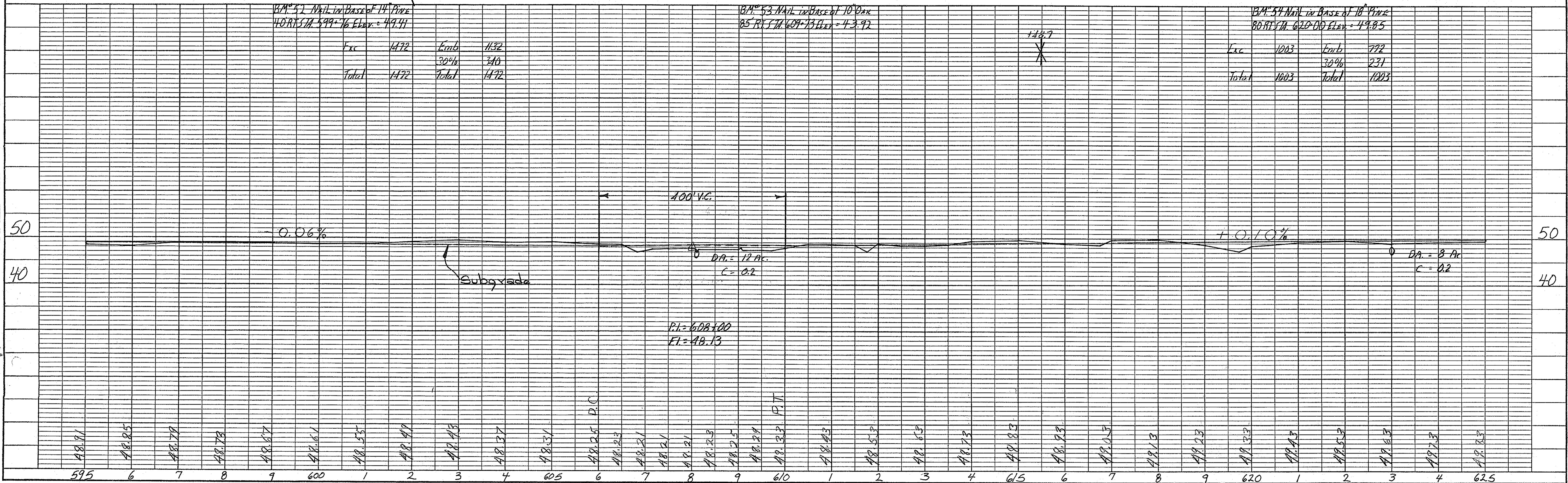
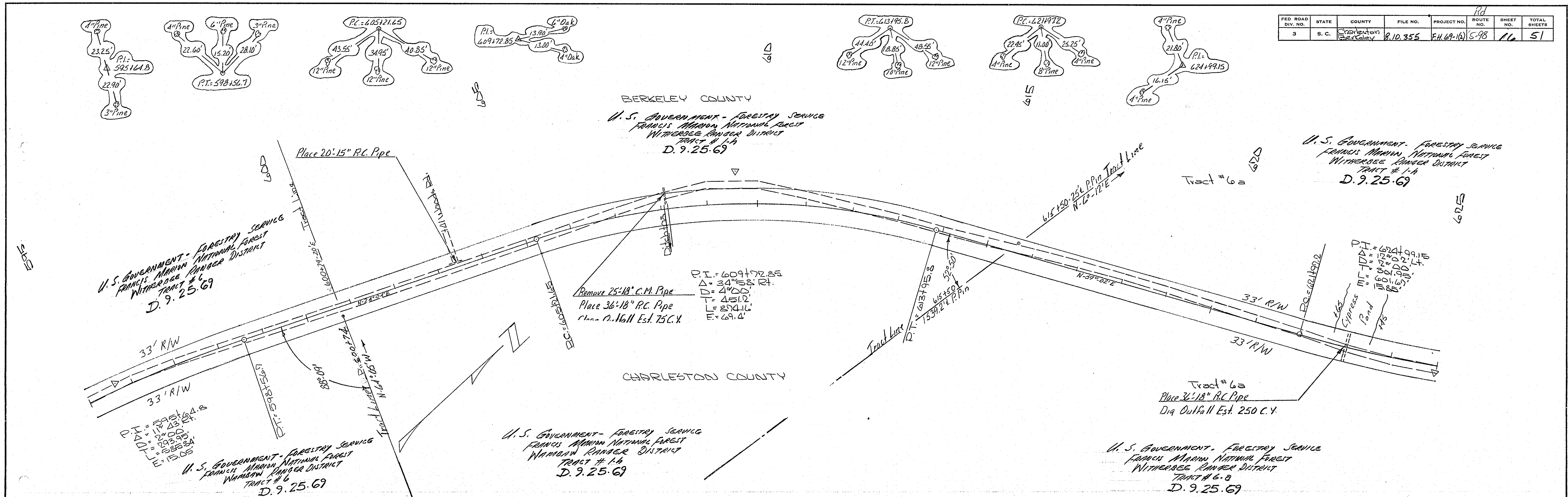
DATE	BY
07/22/68	SLC

PROFILE SURVEYED, PLOTTED, GRADES CHECKED, STRUCTURE NOTATIONS CHECKED, NO.

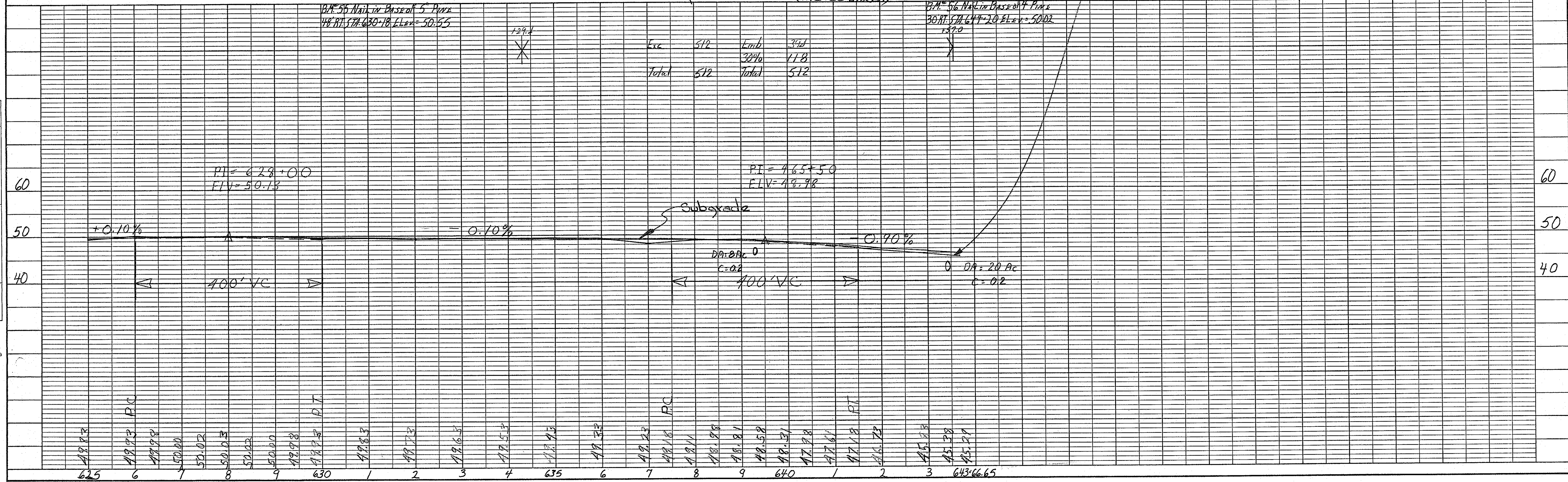
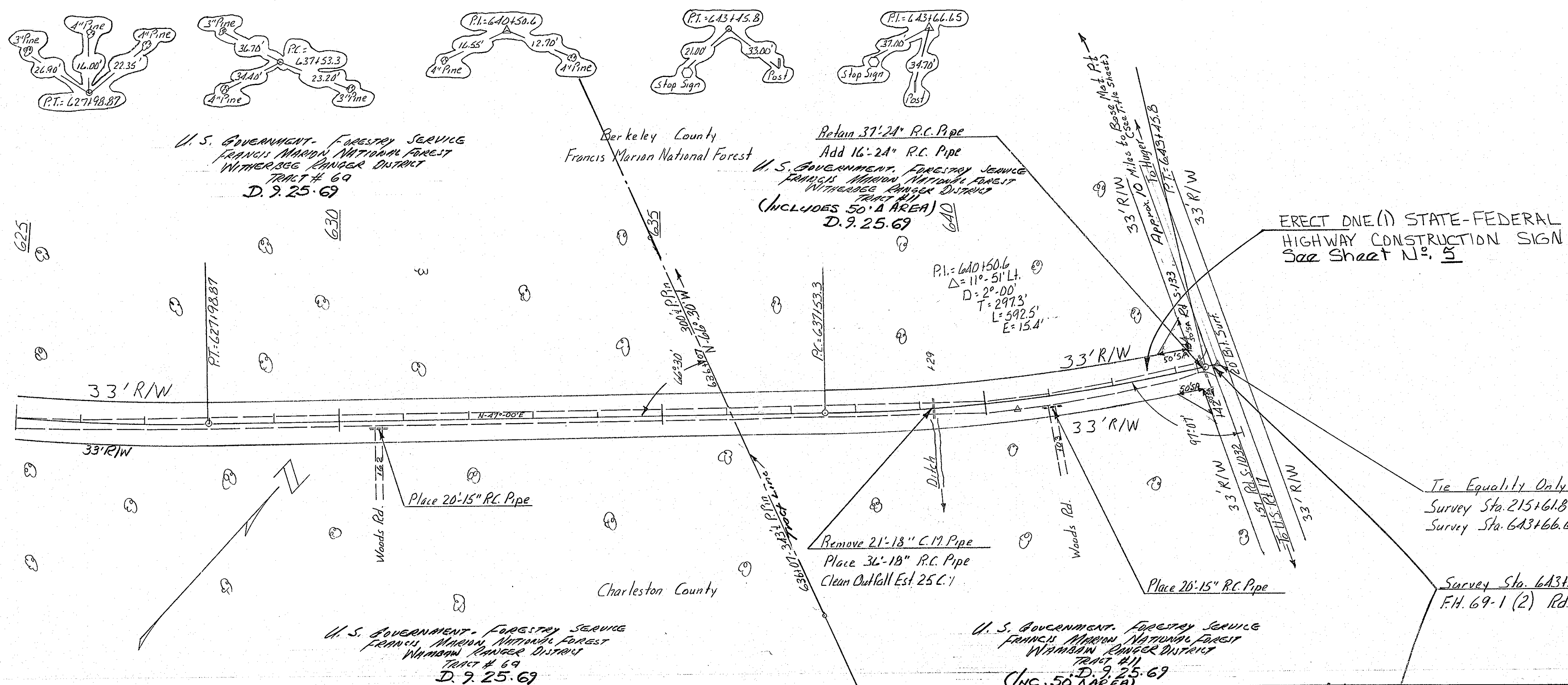


DATE: _____ BY: _____
 SURVEYED: _____
 PLOTTED: _____
 NOTE BOOK: _____
 ALIGNMENT CHECKED: _____
 RT. OF WAY CHECKED: _____
 NO. _____

DATE: 12/22/68 BY: G. G. R.
 SURVEYED: _____
 PLOTTED: _____
 NOTE BOOK: _____
 B. M. NOTED: _____
 STRUCTURE NOTATIONS CHECKED: _____
 NO. _____



PLAN
 SURVEYED, PLOTTED, CHECKED, ALIGNED, RT. OF WAY CHECKED, NO.
 DATE: 9-23-69
 BY: [Signature]



PROFILE
 SURVEYED, PLOTTED, CHECKED, GRADES CHECKED, STRUCTURE NOTATIONS OK'D, NO.
 DATE: 9-23-69
 BY: [Signature]

Charleston Co
 5-98