FED. ROAD DIV. NO.	STATE	COUNTY	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
4	S.C.	Dillon	17.290		58	6	9

Road

P.O.C. 1+00.0
41.40'
45.78'
State Marker Post
State Marker Post

P.I. = 11+51.3
Δ = 29°-33'-Lt.
D = 10°-00'
T = 146.3'
L = 295.5'
R = 573.6'

Rd. 59

Sta. 1+00 Begin DLT 17.290 Rd. 58
At Int. With Road 59

Sta. 9+01 Road 58 - 20' B.T. Surf.

RC = 0+00

4+38 Br. Wall
100-31' Lt.
11+74 Br. Wall
137.28'
Spr. Liberty
124.51' Lt.

P.T. = 2+95.5

Hub
32.70'
33.75'
Hub
P.T. = 2+95.5

Relay 164'-15" R.C. pipe
Place 20'-15" R.C. pipe
Goo. Ramp 149.22' Lt.
Shrubbery 149.22' Lt.
12'-0" Slope
Fill Edge
Timber Bridge 7+20'
Creek
Place 20'-15" R.C. pipe
Place 20'-15" R.C. pipe
133.26' Lt.
174.66' Lt.
174.18' Lt.
Retain 30'-24" R.C. pipe
Add 16'-24" R.C. pipe
100.34' Lt.
140.35' Lt.
133.24' Lt.
204.45' Lt.
Retain 30'-18" R.C. pipe
397.34' Lt.
113.34' Lt.
P.I. 16+05.6 Rt. 60'-Rd.

33'RW
75'RW
N-72°-20'-E

TIE EQUALITY :-
P.O.C. Sta. 1+00.0 DLT 17. , Rd. 58.
P.I. Sta. -(of 28.6) DLT 17.263 , Rd. 58.

EXCEPTION TO PROJECT:
720' timber bridge in place Sta. 8+29 to Sta. 9+01. Retain.

W.E. Luna
D. 7-27-53

W.E. Luna
D. 7-27-53
(INCLUDES A 50' SA AS SHOWN)

J.R. McKenzie
D. 7-23-53

43.75'
P.I. 16+05.6
33.95'
F. Post

P.I. = 16+05.6
Δ = 14°-23'-Lt
D = None

Place 20'-15" R.C. pipe

B.M. No 1 - Nail in power pole
66' Rt. Sta. 1+71. El. = 103.78

B.M. No. 2 - Nail in Power Pole
37' Lt. Sta. 9+95. El. = 90.02

P.I. = 1+00
El. = 97.97
-1.00%
200' V.C.
300' V.C.
+1.69%
P.I. = 7+00
El. = 92.17
-0.16
Subgrade
0
D.A. = 20 Ac.
C = 0.3
300' V.C.
+1.51%
P.I. = 15+00
El. = 91.05

92.16
91.45

0	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	20
102.97	101.97	101.47	100.90	100.20	99.27	98.47	97.30	96.07	94.72	93.62	92.78	92.24	92.01	91.92	91.69	91.69	91.69	91.53	91.37	91.29	91.24	91.24	91.31	91.33	91.62	91.86	92.13	92.42	92.52	92.52
		P.C.				P.T.	P.C.						P.T.	P.C.						P.C.						P.T.			P.C.		

110
100
90
80

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 superelevated for a design speed of 45 MPH as shown on sheet No. 4 by Revolving about ℄.

The cost of all drilling and chipping necessary in extending pipe culverts shall be included in the price bid per linear foot for pipe.

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

Overhaul	26705 C.Y.-M.	For Base Course Material
"	2246 " "	" Shoulder Material
Earth Type Base Course (P.I. Mat)	200 C.Y.	For Drives & Intersections
	25 %	For Compaction
Scarifying, Mixing, etc.	2,000 M.S.Y.	For Drives & Intersections
Bituminous Surfacing	2,000 S.Y.	" " " "
15" R.C. Pipe	40 L.F.	For additional Side Lines
18" " "	40 "	" " " "

Dillon Co.
Dist. 17.290
Road 58

(1)

PLATE 1 - PLAN, PROFILE, & R.P.M. & R. STANDARDS