FED. AID PROJ. NO.	FED. ROAD DIST. NO.	STATE	COUNTY	DOCKET NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
	1A	S.C.	CLARENDON	14297	301	1A	63

SOUTH CAROLINA STATE HIGHWAY DEPARTMENT

FINAL CONSTRUCTION PLANS

BRIDGE

OVER BLACK RIVER SWAMP

DOCKET NO. 14297 F.A.PROJ.NO. E-330(4)

COUNTY CLARENDON

ON RT. US 301 BETWEEN MANNING AND GABLE

CONTRACTOR ROBERT LEE INC.

TYPE OF BRIDGE REINF. CONCRETE

BRIDGE ENGINEER W.J.GOODING, JR.

BRIDGE FIELD ENGINEER J.B.RICHBOURG

RESIDENT ENGINEER R.M.FALLAW

INDEX

SHEET NO. 1A DESCRIPTION

1 TITLE SHEET

2-13 PLANS

14-18 RECAPITULATION SHEETS

19-27 Detour X-Sects

28-34 Roadway X-Sects

35-49 Pit & Bridge X-Sects

50-53 Overhaul Diagrams

54-57 Miscellaneous

PROGRESS DATA

CONTRACT AWARDED JULY 11, 1952

WORK BEGAN JULY 14, 1952

PROJECT ACCEPTED MAY 28, 1953

NOTES TO RESIDENT ENGINEER:

Notes on recapitulation sheets should be read carefully and complied with in full. The Resident Engineer should personally check the plans against the following list:—

	RES. ENG'R. CHECK	COL'A. OFFICE CHECK
1. Ink drawings and computations of all excavation, showing division of Dry, Wet and Rock excavation.	✓	✓
2. Ink drawings on translucent paper of pile bents or foundation piles and pile record, so arranged that the location of each pile, its length, penetration and bearing capacity is shown.	✓	✓
3. Ink drawings on translucent paper of all changes from plans, with computations of changes in Quantities		✓
4. Summary of Quantities	✓	✓
5. Cement record to substantiate adjustments	✓	✓
6. P.R. 47 - 2 copies (Federal Aid Project only)		
7. Force Account Claims and bills (if necessary)		
8. Adjustment of cement cost due to variation in yield (5 copies)	✓	✓
9. Cement Invoices accompanying adjustments	✓	
10. Freight Bills and Register (Invoices sent to Traffic Mgr.)	✓	
11. Overrun and Underrun sheets (2 copies)		
12. Property Releases (if necessary)		
13. Estimate (5 copies)		
14. Statement of the amount to be deducted due to overtime		
15. Letter of Transmittal		✓
16. Final Roadway Profile	✓	✓
17. Tie between S.C.H.D. Datum and Mean Sea Level		

Overruns and Underruns are to be explained in such a manner as to leave no doubts as to the reasons.

Following data to be inked on front of each note book:— Docket Number (as shown by original plans), Book Number, Contents, Contractor, Resident Engineer, Date Completed, Type of Bridge.

THE FINAL NOTE BOOKS, PROPERLY MARKED AND DESCRIBED, SUBMITTED HEREWITH AS A PART OF THESE FINAL CONSTRUCTION PLANS ARE AS FOLLOWS:—

BOOK NO. ORIGINAL & FINAL X-SECTS.

BOOK NO. POURING & PILE RECORD & MISC NOTES

BOOK NO.

BOOK NO.

BOOK NO.

DIARY

DATA CORRECT R.M. Fallaw RESIDENT ENGINEER — 6-19-53 DATE

PLANS AND QUANTITIES CHKD. E.K. Bellinger BRIDGE ESTIMATE ENGINEER — 11-7-53 DATE

EXAMINED M.F. Moseley BRIDGE PLANS ENGINEER — 11/7/53 DATE

SOURCE OF SUPPLY OF MATERIAL

ITEM	MANUFACTURER	GRADE
SAND		
CRUSHED STONE		
GRAVEL		
CEMENT		
REINF. STEEL		
STRUCT. STEEL		
TREATED TIMBER		
STEEL H PILING		
TR. STRUCT. TIMBER		
HARDWARE		
EXPANSION PLATES		
PAINT		
WATERPROOFING		
HANDRAIL (STEEL)		

TABLE OF OVERRUNS AND UNDERRUNS

ITEM	UNIT	PLAN QUANTITIES	RES. ENGINEER QUANTITIES	PAY QUANTITIES COL'A. OFFICE	OVERRUN	UNDERRUN	EXPLANATION
EXCAVATION							
DRY EXCAVATION	C.Y.						
WET "	C.Y.						
ROCK "	C.Y.						
WET AND DRY EXCAV.	C.Y.	34350					
Common	C.Y.	34330 ✓	26483	26471 ✓		7847	Actual Pit Measurements
CEMENT							
CLASS "AA" CONCRETE	C.Y.	736.48					
CLASS "A" CONCRETE	C.Y.	646.72	646.72 ✓			89.74	Br. No. 3 Shortened from 180' to 150'
Conc. Tile Sleepe Drain	L.F.	280 ✓	253.5 ✓			26.5	No More Necessary
REINFORCING STEEL		158,224	138,751				
REINFORCING STEEL	LBS.	(138,688)	138,688			19,473	Br. No. 3 Shortened. 21# Dowels used to support Curb & Gutter on each of the 3 Bridges.
STRUCTURAL TIMBER							
TREATED STRUCT. TIMBER	M.B.M.						
UNTREATED STRUCT. TIMBER	M.B.M.						
HARDWARE							
HARDWARE	LBS.						
STRUCTURAL STEEL							
STRUCTURAL STEEL	LBS.						
STEEL SUPERSTRUCTURE	L.SUM						
PILING							
UNTREATED TIMBER PILING	L.F.	4900				813.5	Due to Br. No. 3 being Shortened and also
CREOSOTED "	L.F.	4340	4086.5 ✓			253.5	Due to bearing on Piles
CUT-OFF C.T. PILING @ 40 %	L.F.	0 ✓	284.2 ✓	284.2 ✓			" " None being allowed on Plans
CUT-OFF C.T. PILING @ 25 %	L.F.	0 ✓	242.7 ✓	242.7 ✓			" " " " " "
IN. PRE-CAST R.C. PILING	L.F.						
IN. PRE-CAST R.C. PILING	L.F.						
STEEL H PILING (IN. LBS.)	L.F.						
PAINTING							
FIELD PAINTING STRUCTURAL STEEL	L.SUM						
HANDRAIL							
METAL HANDRAIL	L.F.						
PIPE "	L.F.						
TIMBER "	L.F.						
OTHER ITEMS							
Clearing & Grubbing R/W	L.S.	$3,500.00	$3,500.00 ✓				
Clearing & Grubbing Pits	Acre	3.0 ✓	1.75 ✓			1.25 ✓	No more necessary
Overhaul	CYMM	118,743 ✓	87854 ✓	88238 ✓		30789	Due to location of Borrow Pits
Selected Material for Shoulders	C.Y.	967 ✓	966 ✓			01	
Earth Type Base (G-1)	C.Y.	6247 ✓	7468 ✓	1221			Due to raising grade on detours
R.R. Rail	TONS	600 ✓	596.3 ✓			3.7 ✓	No more necessary
Detour Bridges	L.S. EA.	Necessary 3	IN USE 3				
ERGASS OVERRUN		0	4239	4239			Supplemental Agreement 7-1-48

(No S.A. WB#3)

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S.C.	CLARENDON	14.297	US 301	1	~~22~~ 63

INDEX OF SHEETS

SHEET NO. 1 : TITLE SHEET
" " 2 : TYPICAL SECTION (ROADWAY)
" " 3 : TYPICAL SECTION (DETOUR)
" " 3A : DETAILS OF RIP-RAP AT BRIDGE ENDS
" " 4-6 : ROAD PLAN & PROFILE SHEETS
" " 7 : DETAILS OF FLARED CURB & GUTTER
" " 8 : CONCRETE TILE SLOPE DRAINS
" " 9-11 : BRIDGE PLAN & PROFILE SHEETS
" " 12 : SUPERSTRUCTURE DETAILS
" " 13 : UNTREATED TIMBER DETOUR BRIDGE
" " 14-22 : CROSS SECTIONS

STATE OF SOUTH CAROLINA

STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

FEDERAL AID PROJECT NO. F-330(4)

S. C. DOCKET NO. 14.297

U. S. ROUTE NO. 301

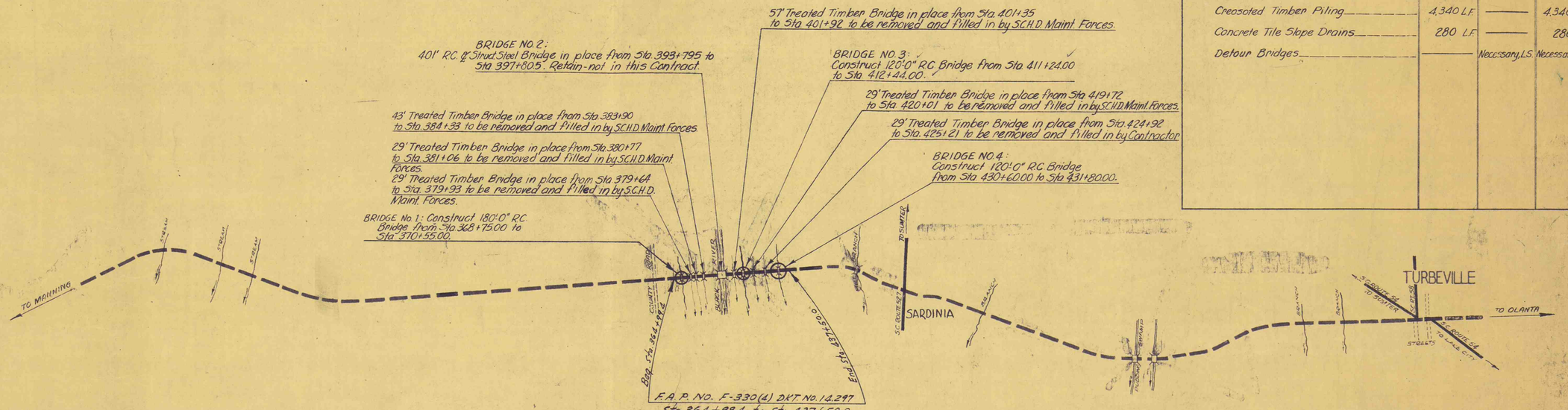
CLARENDON COUNTY

BRIDGES & APPROACHES OVER

BLACK RIVER SWAMP

SUMMARY OF ESTIMATED QUANTITIES

	U.S. ROUTE NO. 301	DETOUR	TOTAL
ROADWAY QUANTITIES			
Clearing Within Right of Way	Necessary	—	Necessary
Common Excavation	16,521	17,829	34,521 C.Y.
Overhaul	58,279	60,464	118,633 C.Y.-M.
Selected Material for Shoulders	967	—	955 C.Y.
Earth Type Base Course (Pit Material)	3,000	3247	6211 C.Y.
Cleaning & Grubbing of Borrow & Material Pits	3	—	3 Acres
Rip-Rap	600	—	600 Tons
BRIDGE QUANTITIES:			
Class "A" Concrete	646.72 C.Y.	—	646.72 C.Y.
Reinforcing Steel	138,688 Lbs	—	138,688 Lbs
Creosoted Timber Piling	4,340 L.F.	—	4,340 L.F.
Concrete Tile Slope Drains	280 L.F.	—	280 L.F.
Detour Bridges	—	Necessary L.S.	Necessary L.S.



F.A.P. NO. F-330(4) DKT. NO. 14.297
Sta. 364+99.4 to Sta. 437+50.0

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

SCALE: 1 inch = 3200 feet

	U.S. ROUTE NO. 301	DETOUR
Net Length of Roadway	0.589 Miles	0.712 Miles
Net Length of Bridges	0.079 Miles	0.026 Miles
Net Length of Project	0.668 Miles	0.738 Miles
Length of Exceptions	0.705 Miles	— Miles
Gross Length of Project	1.373 Miles	0.738 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 March 15th, 1939 as approved by the Administrator, Federal Works Agency.

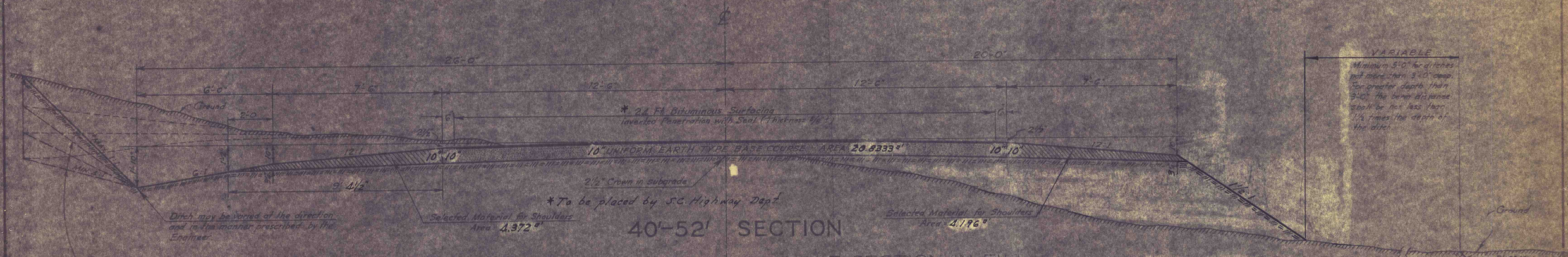
APPROVED:
J. M. Pearman 5-26-52
STATE HIGHWAY ENGINEER DATE

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

SOUTH CAROLINA HIGHWAY DEPARTMENT
COLUMBIA

Fed. Road Dist. No.	State	County	Docket No.	F.A. Proj. No.	Route No.	Sheet No.	Total Sheets
3	S.C.	Clarendon	14.297	330(4)	301	2	28 63

TYPICAL SECTIONS
FOR
EARTH TYPE BASE COURSE
AND BITUMINOUS SURFACING



USE ABOVE SECTION FROM STA. 361+99.4 TO STA. 375+92.0, FROM STA. 405+70.0 TO STA. 417+70.0 AND FROM STA. 424+92.0 TO STA. 437+50.0



60 FT. SPECIAL SECTION
HALF SECTION IN CUT
HALF SECTION IN FILL

*NOTE: This slope may be varied when a Special ditch grade is necessary for drainage purposes, using a minimum slope of 2:1 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 right of the ℄ continuing the 3:1 slope to provide for the necessary depth. See profile for Special ditch grades.

Designed by G.C. Sawyer 12-18-44
Drawn by C.W. Metz 12-19-44

APPROVED C. R. McMillan STATE HIGHWAY ENGINEER
DATE 3-20-45

SECTION E-40

Fed. Pd Div. No.	State	County	Dkt. No.	Pd. No.	Sheet No.	Total Sheets
3	S.C.	Clarendon	14.297	391	3	~~22~~ 63

STATE HIGHWAY DEPT.
COLUMBIA

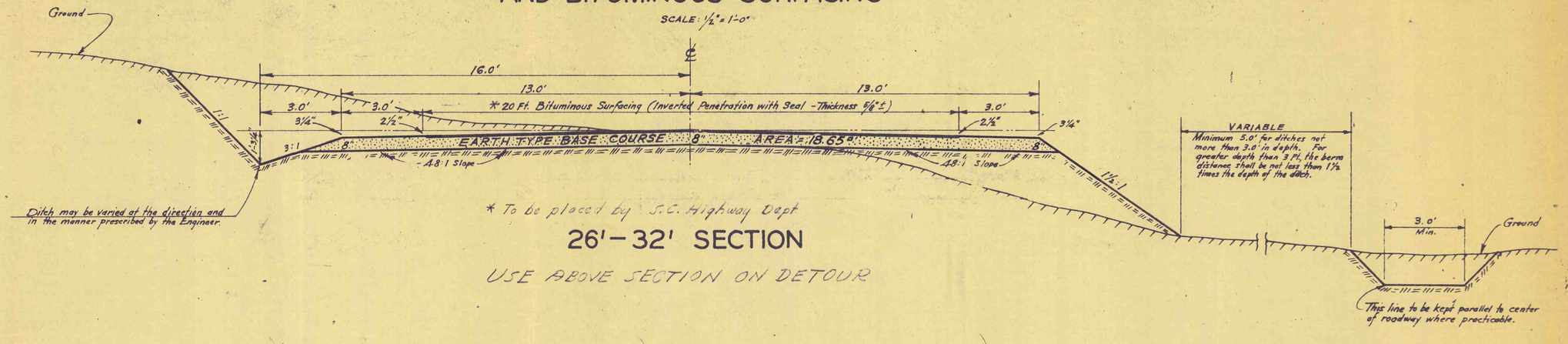
TYPICAL SECTIONS

FOR

EARTH TYPE BASE COURSE

AND BITUMINOUS SURFACING

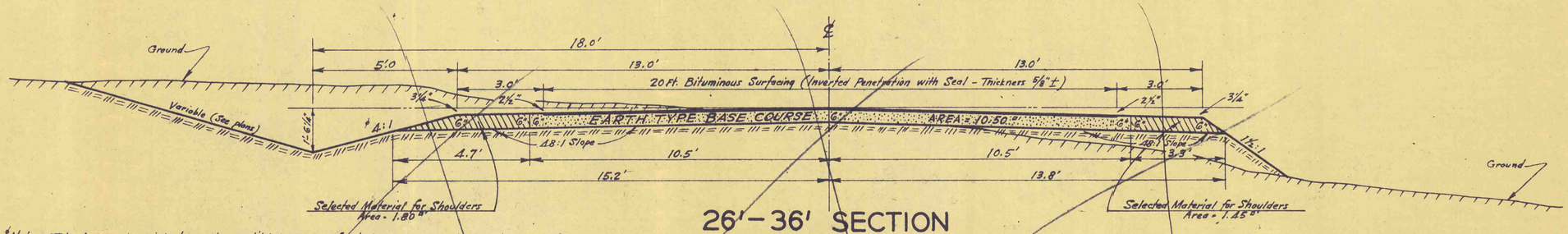
SCALE: 1/2" = 1'-0"



* To be placed by S.C. Highway Dept

26'-32' SECTION

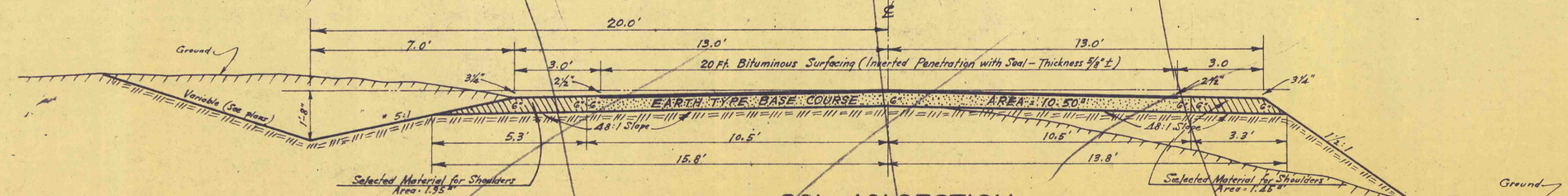
USE ABOVE SECTION ON DETOUR



26'-36' SECTION

*Note: This slope may be varied when a deeper ditch is necessary for drainage purposes, using a minimum slope of 12:1 and a maximum slope of 3:1. Where a deeper ditch than provided by a 4:1 is necessary, the ditch shall be placed farther from the ℄ continuing the 3:1 slope to provide the necessary depth. See profile for Special ditch grades.

Also, this Section may be widened by continuing the 4:1 slope (the distance between ℄ and bottom of the ditch not to exceed 24 ft.) where borrow material is necessary on flat grades that are governed by water elevation or where a wide ditch is necessary for drainage purposes.



26'-40' SECTION

*Note: This slope may be varied when a deeper ditch is necessary for drainage purposes, using a minimum slope of 12:1 and a maximum slope of 4:1. Where a deeper ditch than provided by a 4:1 is necessary, the ditch shall be placed farther from the ℄ continuing the 4:1 Slope to provide for the necessary depth. See profile for Special ditch grades.

Also this Section may be widened by continuing the 5:1 Slope (the distance between the ℄ and bottom of ditch not to exceed 30 feet) where borrow material is necessary on flat grades that are governed by water elevation or where a wider ditch is necessary for drainage purposes.

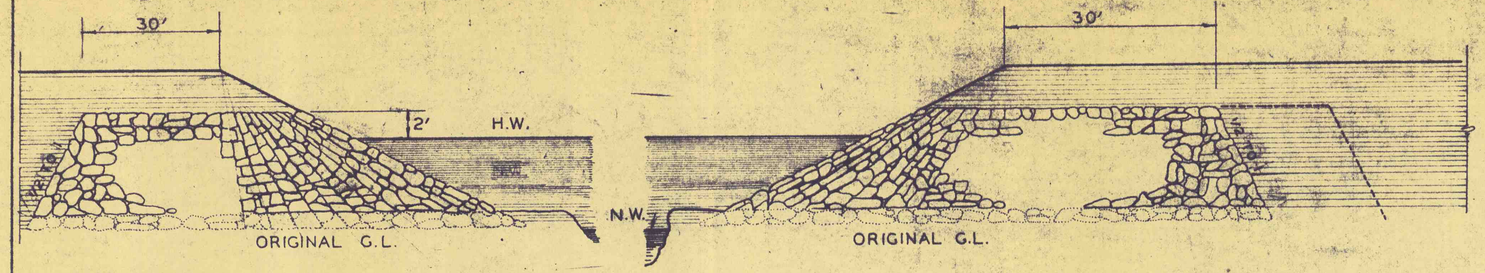
Note: Horizontal dimensions are shown in tenths of feet.

SECTION 26
11-8-48

Fed. Proj. No.	State	County	Docket No.	Sheet No.	Total Sheets	Sheet No.
3	S.C.	CLARENDON	14.297	301	39	28

63

TOP OF RIPRAP TO BE 2'
ABOVE H.W., BUT NOT CLOSER THAN 2' TO F.G.

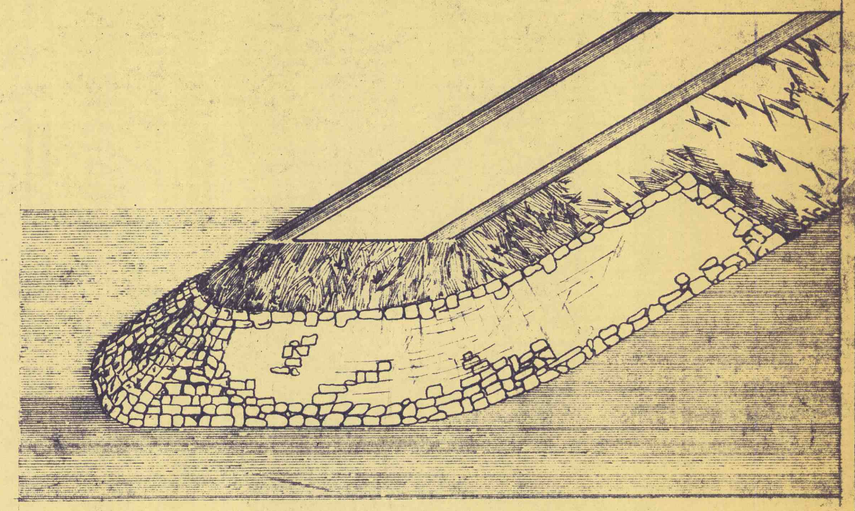


ELEVATION

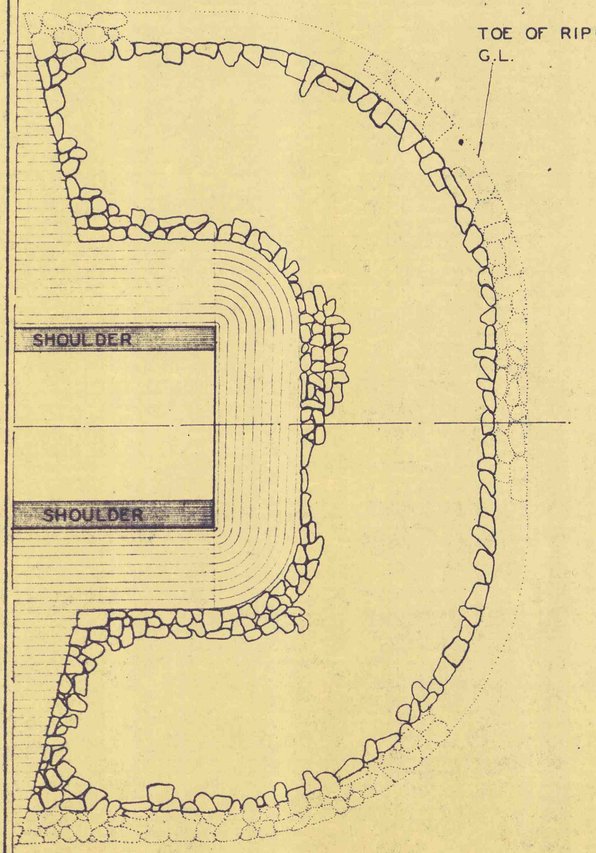
SQUARE END FILL

ELEVATION

SKEWED END FILL

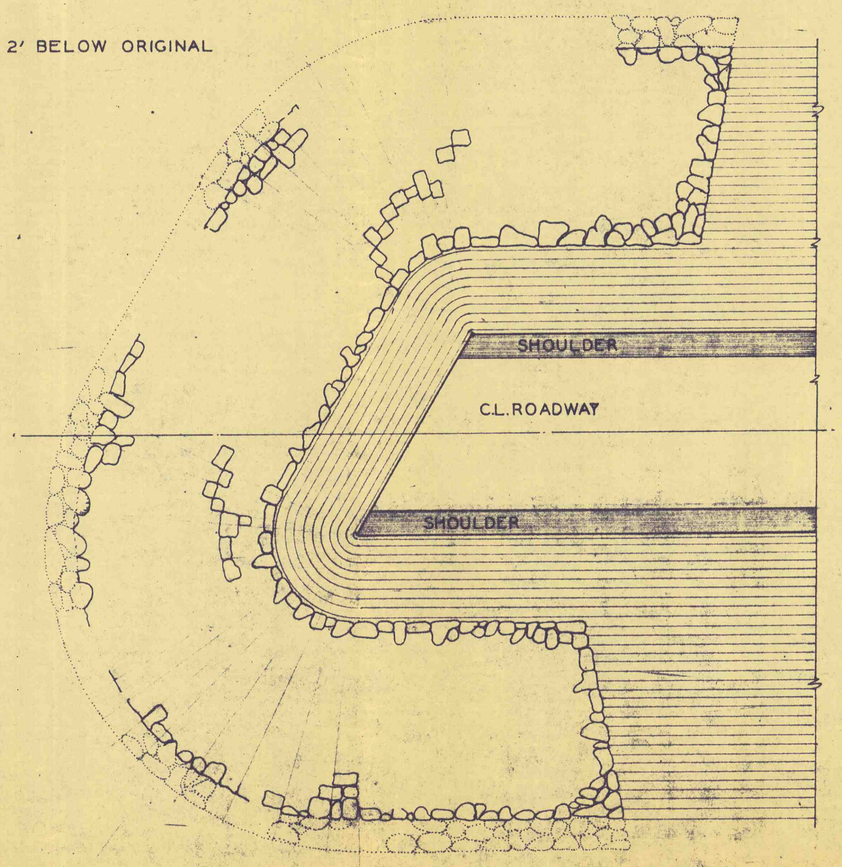


TOE OF RIPRAP 2' BELOW ORIGINAL G.L.



PLAN

SQUARE END FILL



PLAN

SKEWED END FILL

ESTIMATED QUANTITIES		
STATION	CU. YDS.	TONS
BRIDGE NO 1	Tons 188.0	~~200~~
BRIDGE NO 3	209.1	~~200~~
BRIDGE NO. 4	199.2	~~200~~
see Plan & Profile		
TOTAL	596.3	600

S. C. STATE HIGHWAY DEPT.
COLUMBIA, S.C.

DETAIL SHOWING RIPRAP TO BE PLACED ON SLOPES OF EMBANKMENT AT BRIDGE ENDS

DOCKET NO. 14.297 { ROAD / ROUTE 301

COUNTY CLARENDON

By WET 1948

RIPRAP SHEET

FED. ROAD DIST. NO.	STATE	COUNTY	F.A. PROJ. NO.	ROUTE NO	SHEET NO	TOTAL SHEETS
3	S.C.	CLARENDON	330(4)	301	4	~~62~~ 63

Sand clay
P.I. No. 1

N L. DURANT

11,616' S.W. 364+25

Hubs
40' Δ 61° 33.5'
P.I. @ 361+72.1

SURVEY STA. 364+25.0 BEGINNING OF DETOUR

In place 20 ft. of 36 in. R.C. pipe - No Headwalls - Retain.

In place 20 ft. of 36 in. R.C. pipe - No Headwalls - Retain.

P.I. 361+72.1
Δ = 0°-25' Lt
D = 0°-06'
T = 208.6'
L = 416.7'
E = 0.5'

P.C. 359+63.6

P.T. 363+80.3

P.C. 365+30.3

GABLE SCHOOL DISTRICT No 35

61.5' Untreated Timber Detour Bridge to be constructed from Sta. 369+50.0 to Sta. 370+11.5

SURVEY STA. 376+75.0 END OF DETOUR

Standing Water

TO MANNING E.T.-PROJ. NO. 330

Bituminous Surfacing in place

75' R/w

6°00' Curves

20' Bit. Surf.

R. Detour

6°00' Curves

Block River Swamp

SURVEY STA. 364+99.4 BEGINNING OF FED. AID PROJ. NO. F-330(4) DOCKET NO. 14.297

180' R.C. Bridge to be constructed from Sta. 368+75.0 to Sta. 370+55.0

GABLE SCHOOL DISTRICT No. 35.

SURVEY STA. 375+92.0 BEGINNING OF EXCEPTION TO F.A.P. NO. F-330(4)

T. R. WILSON

NOTE: Clearing within Right of Way shall consist of cutting trees and stumps to within 6" of ground line or to low water and removal and disposal of all brush, rubbish, trees, logs, etc.

EARTHWORK ON RT. 301

EARTHWORK ON DETOUR

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 — 37,266 C.Y.H.M. for Base Course Material; 3820 C.Y.H.M. for Shoulder Material

Earth Type Base Course (Pit Material) — 25% Pay Computation

EXC. 96 EMB. 1562
BOR. 2091 40% 625
TOT. 2187 TOT. 2187
OVERHAUL = 10,255 C.Y.H.M.

EXC. 20 EMB. 1587
BOR. 2282 40% 635
TOT. 2282 TOT. 2222
OVERHAUL = 11,010 C.Y.H.M.

EXC. 88 EMB. 2207
BOR. 3002 40% 883
TOT. 3090 TOT. 3090
OVERHAUL = 15,010 C.Y.H.M.

EXC. 11 EMB. 2682
BOR. 3747 40% 1074
TOT. 3758 TOT. 3758
OVERHAUL = 18,735 C.Y.H.M.

B.M. "B" Nail in Top 22" Sweetgum Stump El. 191.94
B.M. Nail in Base 30" Cypress El. 182.30

B.M. "A" Nail in Top 20" Pine Stump 32' Rt. Sta. 372+20.0 El. 185.17

Finished Grade P.I. = 366+00 El. = 190.26
P.I. = 366+62.1 El. = 189.71
M.H. = 365+00 El. = 185.50
Toe of Fill Sta. 368+96.6

Finished Grade Detour P.I. = 370+83.1 El. = 191.62
P.I. = 373+00 El. = 187.50
M.H. = 374+22.0 El. = 187.50
Toe of Fill Sta. 370+33.4

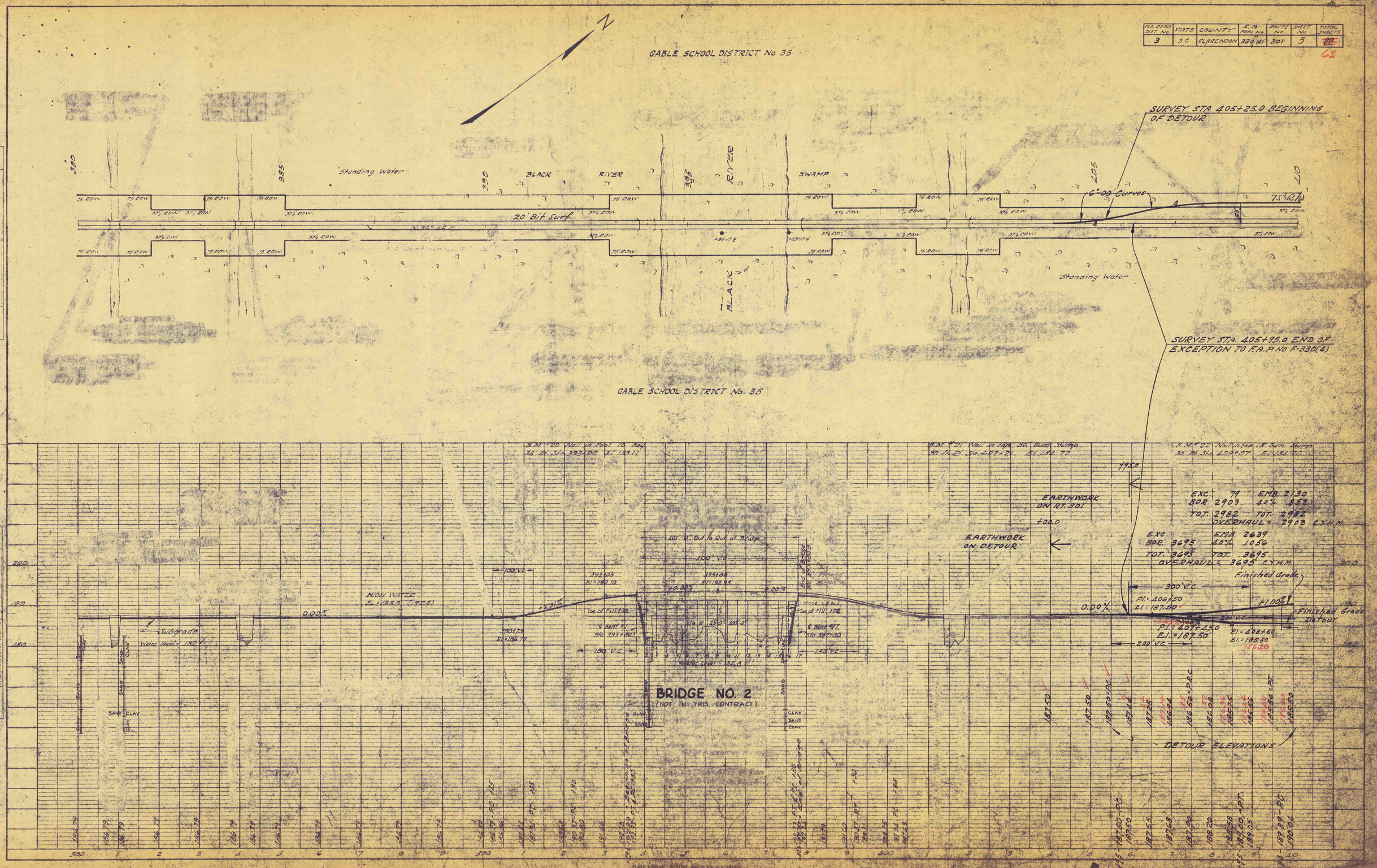
Water Level = 182.7
High Water (1928) = 183.6

DETOUR ELEVATIONS

PLAN — SURVEYED ____ DRAWN ____ TRACED ____ CHECKED ____ NOTE BOOK ____ NO. ____ DATE ____ BY ____ ALIGNMENT & PT. OF INT. CHECKED ____

PROFILE — SURVEYED ____ DRAWN ____ TRACED ____ CHECKED ____ NOTE BOOK ____ NO. ____ DATE ____ BY ____ STRUCTURE (INT.) (TRANS.) (CK.)

FED. ROAD DIST. No	STATE	COUNTY	F.A. PROJ. No.	ROUTE No	SHEET No	TOTAL SHEETS
3	S.C.	CLARENDON	330(4)	301	5	~~22~~ 63



FED. ROAD DIST. NO.	STATE	COUNTY	F.A. PROJ. NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S.C.	CLARENDON	330(4)	301	6	~~7~~ 6

GABLE SCHOOL DISTRICT No. 35

26.5' Untreated Timber Bridge to be constructed from Sta. 411+53.5 to Sta. 412+00.0

SURVEY STA. 418+25.0 END OF DETOUR

SURVEY STA 424+75.0 BEGINNING OF DETOUR

31.5' Untreated Timber Detour Bridge to be constructed from Sta. 430+90.0 to Sta. 431+21.5

SURVEY STA. 438+25.0 END OF DETOUR

H.W. McFADDEN

STANDING WATER

BLACK RIVER SWAMP

6°00' Curves

75' R/W

20' Bit. Surf.

TO TURBEVILLE — F.A.P. PROJ. NO. 330 ROUTE NO. 1

Borrow Pit No. 2* & Pit No. 2A*

Sh. Mat. Pit No. 3*

Borrow Pit No. 1*

N.C. McFADDEN

* Right of Sta. 437+50

120' R.C. Bridge to be constructed from Sta. 411+24.0 to Sta. 412+44.0

SURVEY STA. 417+70.0 BEGINNING OF EXCEPTION TO F.A.P. NO. F-330(4)

SURVEY STA. 424+92.0 END OF EXCEPTION TO F.A.P. NO. S-330(4)

GABLE SCHOOL DISTRICT No 35

120' R.C. Bridge to be constructed from Sta. 430+60.0 to Sta. 431+80.0

SURVEY STA. 437+50.0 END OF FED. AID PROJ. NO. F-330(4) DOCKET NO. 14.297

B.M. #23 - Nail in Top of 20 in. Cypress Stump 33' Rt. Sta. 420+20 El. = 186.07

B.M. #24 - Nail in Top of 18 in. Cypress Stump 36' Rt. Sta. 432+90 El. = 183.92

B.M. #25 - Nail in Top of 18 in. Cypress Stump 36' Rt. Sta. 434+10 El. = 183.52

EARTHWORK ON RT. 301

EXC. 100 EMB. 1942
BOR 2619 40% 777
TOT. 2719 TOT. 2719
OVERHAUL = 2619 C.Y.H.M.

EXC. — EMB. 2513
BOR 3141 40% 628
TOT. 3141 TOT. 3141
OVERHAUL = 3141 C.Y.H.M.

EARTHWORK ON DETOUR

EXC. 101 EMB. 2002
BOR 2793 40% 801
TOT. 2803 TOT. 2803
OVERHAUL = 2793 C.Y.H.M.

EXC. — EMB. 2340
BOR 3276 40% 936
TOT. 3276 TOT. 3276
OVERHAUL = 3276 C.Y.H.M.

EXC. 109 EMB. 1957
BOR 2631 40% 783
TOT. 2740 TOT. 2740
OVERHAUL = 2631 C.Y.H.M.

EXC. 612 EMB. 1241
BOR 1125 40% 496
TOT. 1737 TOT. 1737
OVERHAUL = 1125 C.Y.H.M.

BRIDGE NO. 3

P.I. = 411+84.0
El. = 191.89

Finished Grade Detour

Finished Grade

+1.00%

300' V.C.

200' V.C.

P.I. = 415+00
El. = 185.50

P.I. = 417+00
El. = 187.50

P.I. = 419+23.0
El. = 187.50

0.00%

Toe of Fill Sta. 411+45.6

Toe of Fill Sta. 412+22.4

BRIDGE NO. 4

P.I. = 431+20.0
El. = 191.89

-1.00%

+1.88%

400' V.C.

P.I. = 426+00
El. = 187.50

P.I. = 428+00
El. = 185.50

P.I. = 434+38.8
El. = 185.50

P.I. = 435+30
El. = 187.59

Toe of Fill Sta. 430+41.2

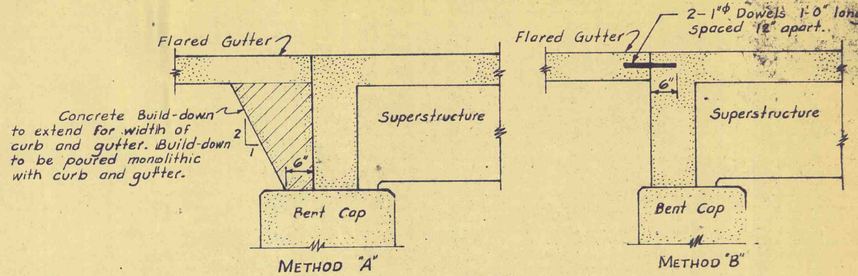
Toe of Fill Sta. 431+58.4

High Water Mark El. = 188.8

DETOUR ELEVATIONS

PLATE 1 — PLAN - PROFILE

FED. RD. DIV. NO.	STATE	COUNTY	DOCKET NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S.C.	CLARENDON	14.297	US 301	7	~~22~~ 52



Note:- Ends of Curb and Gutter adjacent to bridge to be supported by one of the methods shown above.
Use Method "A" when there is sufficient width and length of bent cap to support concrete build-down. Otherwise, use Method "B".
The quantity of concrete or reinforcing steel involved shall be computed by the Engineer and added to the quantities shown on this sheet.

CURB AND GUTTER SUPPORT

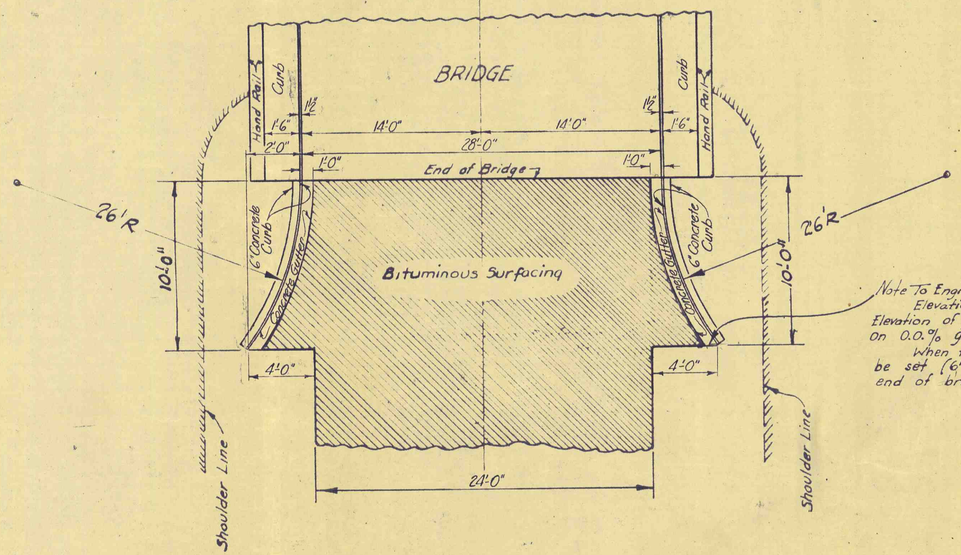
Scale: $\frac{3}{4}$" = 1'-0"

"Method B" would add
8 x 1.0 x 2.67 = 21 # to each Br.
WBB

used Method "B"

SKETCH
SHOWING
FLARE AT BRIDGE ENDS

Scale
1 inch = 5 feet



CURB & GUTTER QUANTITIES-ONE END ONE BRIDGE

Class "A" Concrete for one end of bridge . 93 C.Y. ✓

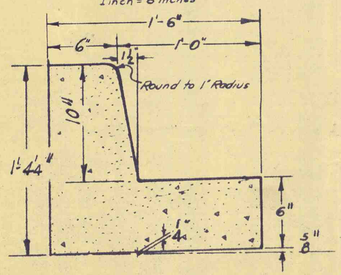
6 X .93 = 5.58 CY ✓

Note To Engineers:
Elevation of this point to be set 6" below Elevation of gutter at end of Bridge where approach is on 0.0% grade.
When the approach is on a grade this point should be set (6" ± % of grade x 10') below elevation of gutter at end of bridge.

All costs of constructing the concrete curb and gutter at the ends of the bridge will be included in payment for the concrete involved on the Unit Price Bid for Class "A" Concrete.

DETAIL OF CONC. CURB AND GUTTER

Scale
1 inch = 6 inches



S. C. STATE HIGHWAY DEPARTMENT
COLUMBIA

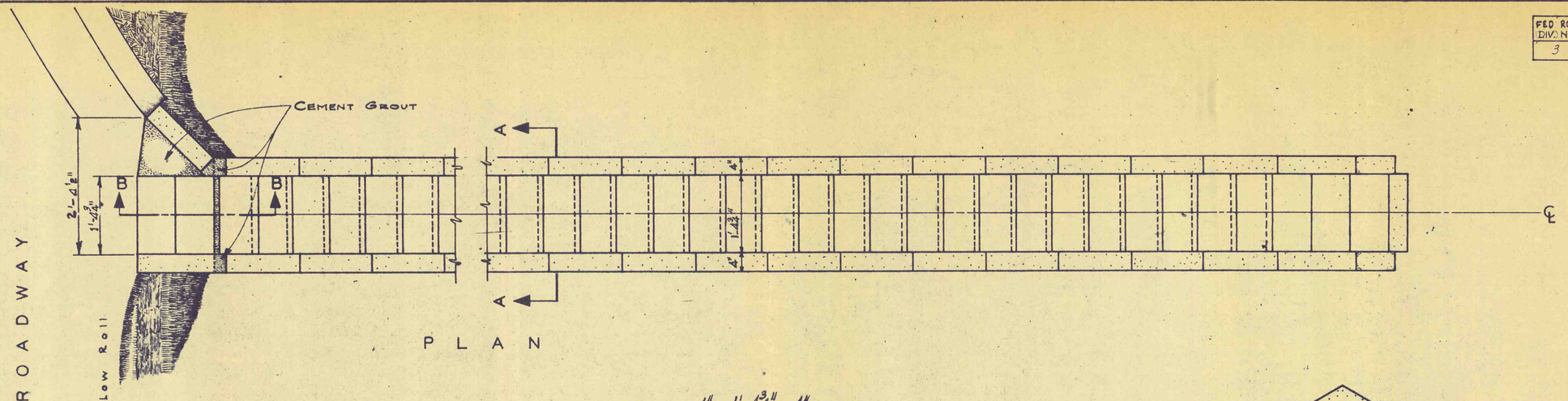
DETAILS OF

FLARED CURB & GUTTER
AT ENDS OF BRIDGE

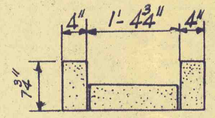
DOCKET NO. 14.297 U.S. ROUTE NO. 301
CLARENDON COUNTY APRIL 1952
SCALE AS NOTED

Adapted for Docket No. 14.297: E.A.S. - Apr. 1952
Checked by: C.E.S. - Apr. 1952

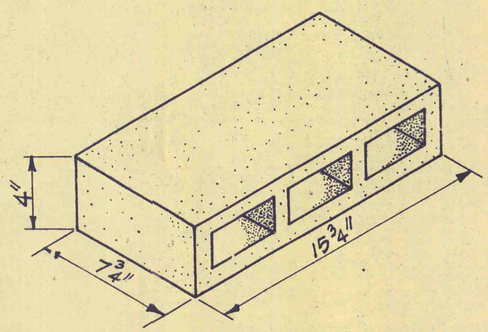
FED ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S.C.	CLARENDON	14.297	US 301	8	~~22~~ 63



PLAN



SECTION A-A



STANDARD CONCRETE BLOCK
THREE CORE TYPE

* Resident Engineer to vary this dimension to suit shoulder

ELEVATION

SECTION ON ℄ AT B-B

Scale 1" = 1Ft

BRIDGE NO. 1 82.5' ~~100 FT.~~
BRIDGE NO. 3 86.0' ~~90 FT.~~
BRIDGE NO. 4 85.0' ~~90 FT.~~
TOTAL LENGTH 253.5' ~~280~~ FT.
See Plan & Profile

NOTE: Necessary Concrete and extra blocks at end of drain will be paid for as 2 feet of slope drain at unit price bid per lin. ft. All Blocks shall be laid with a ½" joint of 1:3 Mortar. All costs of necessary excavation for the construction of the Slope drains shall be included in the unit-price bid per lin. ft., of concrete Tile Slope Drains.

S. C. STATE HIGHWAY DEPARTMENT
COLUMBIA

TYPICAL CONCRETE TILE SLOPE DRAINS

S C DOCKET NO. 14.297 CLARENDON COUNTY
U.S. ROUTE NO. 301 DATE APRIL 1952

Rev.	W.R.T.		5-47
QUANT.			
Tr.	W.R.T.		
Dr.	W.R.T.		

Adopted for Docket No. 14297: E.A.S. - Apr. 1952
Checked by: C.E.S. - Apr. 1952

FED. ROAD DIV. NO.	STATE	COUNTY	S.C. DOCK NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S.C.	CLARENDON	14.297	301	9	~~22~~ 63

PLAN — SURVEYED BY / DRAWN BY / NOTE BOOK / NO. — PROFILE — CHECKED BY / PT. OF INT. CHECKED — DATE

N. L. DURANT

T. R. WILSON

HUBS
340' 461' 335'
P.I. Sta 361+72.1

P.I. 361+72.1
Δ = 0° 35' Lt.
D = 0° 08'
T = 20.86'
L = 41.67'
E = 0.5'

P.C. = 359+76.6

P.T. = 363+03

TO MANNING

S.C. Continental Tel. Co.

GABLE SCHOOL DISTRICT No. 35

Placed 22.0' C.T. Slope Drain

Placed 20.0' C.T. Slope Drain

Standing Water

75' R/W

Placed 20.5' C.T. Slope Drain

Placed 20.0' C.T. Slope Drain

Black River Swamp

28'-0" Roadway

16" Safety Curbs

112' Treat Timber Bridge in place from Sta 369+26 to Sta 370+38

Construct 180'-0" R.C. Bridge from Sta 368+75.00 to Sta 370+55.00

Placed 188 Tons Rip Rap GABLE SCHOOL DISTRICT No. 35

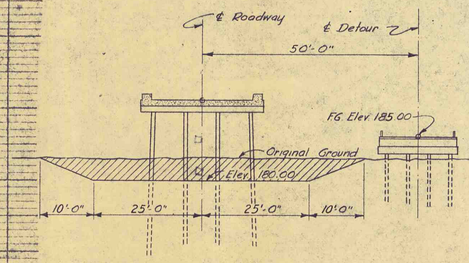
29' Treat Timber Bridge in place from Sta 379+64 to Sta 379+93 To be removed and filled in by S.C.H.D. Maint. Forces.

Note: For location of Detour see Sheets No. 4, 5 & 6.

1200 × .42 = 504 sq. ft. / 1.63

2197 / 4540 × 6.80 = 7.18 sq. ft.

PROFILE — SURVEYED BY / DRAWN BY / NOTE BOOK / CHECKED BY / PT. OF INT. CHECKED / PLANS NOTED / STRUCTURE NOTED — DATE



Detail of Channel Excavation

Drainage Area = 475 sq. mi.
C = 0.4
Area Opening Required = 5175 sq. ft.
Area Opening Furnished (Br. #1, 2, 3 & 4) under H.W. (El 188.8) = 5580 sq. ft.

For 14.297 by "CCS" 4-52
Ckd by EAS 4-52

B.M. #13 Nail in Tap 22" Sweetgum Stump
30' Rt. Sta 362+90 El 191.93
B.M. Nail in Pod 12" Cypress
32' Rt. Sta 363+80 El 186.30

B.M. #14 Nail in Tap 20" Pine Stump
30' Rt. Sta 379+20 El 195.17

BRIDGE NO. 1

Beg Br. Sta 368+7500
F.G. El 190.800

End Br. Sta 370+5500
F.G. El 190.800

180'-0" c. to c.

60'-0" 60'-0" 60'-0"
12'-4" 12" 20 20 20 20 20 20 12'-4" 12"
16'-6" 15'-6" 16'-6" 15'-6" 16'-6"

400' R.C. Pile Sta 370+31.7 El 191.62

+0.50%

1.00%

0.00%

Channel to be excavated as indicated by hatched areas

362+00 El 191.86

363+29 El 186.78

100' V.C.

2:1 Fill Slopes

Toe of Fill +96.2

Toe of Fill +93.4

Normal Water Level = 182.3 May 21, 1952

Creos. Timber Piling (encased in concrete)

① ⑤ ⑨ ⑬

Subgrade (Existing)

0.92 ℄

SUMMARY OF QUANTITIES. BRIDGE NO. 1				
	Class "A" Concrete C.Y.	Reinforcing Steel Lbs	Creos. Timb. Piling L.F.	Conc. Tile Slope Drains L.F.
2 End Units	169.43	39,393	-	-
1 Int. Unit	84.76	19,425	-	-
Encasements	20.81	470	-	-
Curb & Gutter (2)	1.86	-	-	100
Total	276.86	59,288	1820	100

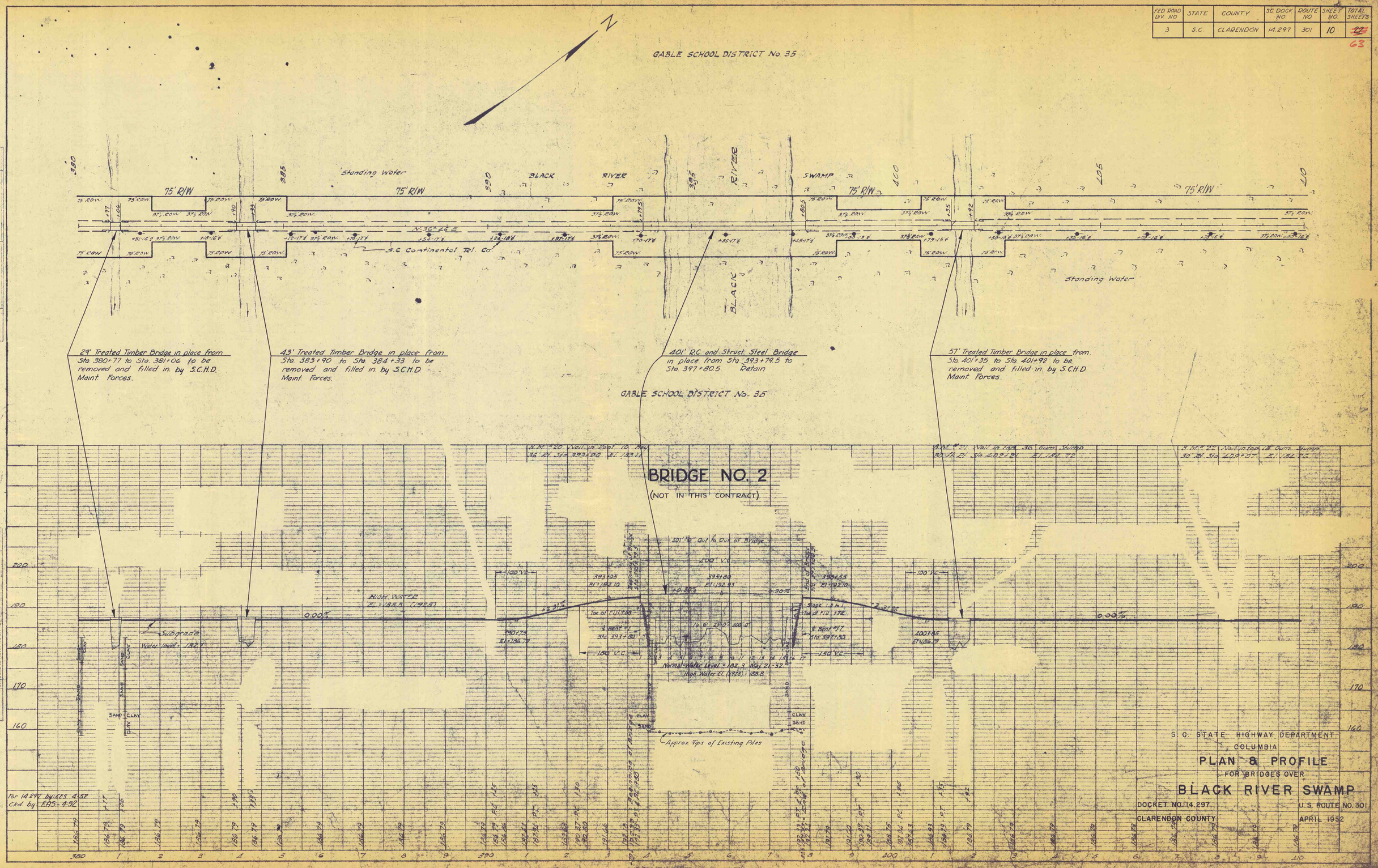
Notes
All costs of excavation necessary to construct end bents and all encasements and to remove material under bridge to an elevation 0'-6" below bottom of slab to be included in Unit Price bid for Class "A" Concrete.
Construct flared curb and gutter and concrete tile Slope Drains on both sides of roadway at each end of Bridges No. 1, 3 and 4.

S. C. STATE HIGHWAY DEPARTMENT
COLUMBIA

PLAN & PROFILE
FOR BRIDGES OVER
BLACK RIVER SWAMP
DOCKET NO. 14.297 U. S. ROUTE NO. 301
CLARENDON COUNTY APRIL 1952

PLATE 9 — PLAN-PROFILE — SHEET

FED. ROAD DIV. NO.	STATE	COUNTY	SC. DOCK NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S.C.	CLARENDON	14.297	301	10	~~22~~ 63

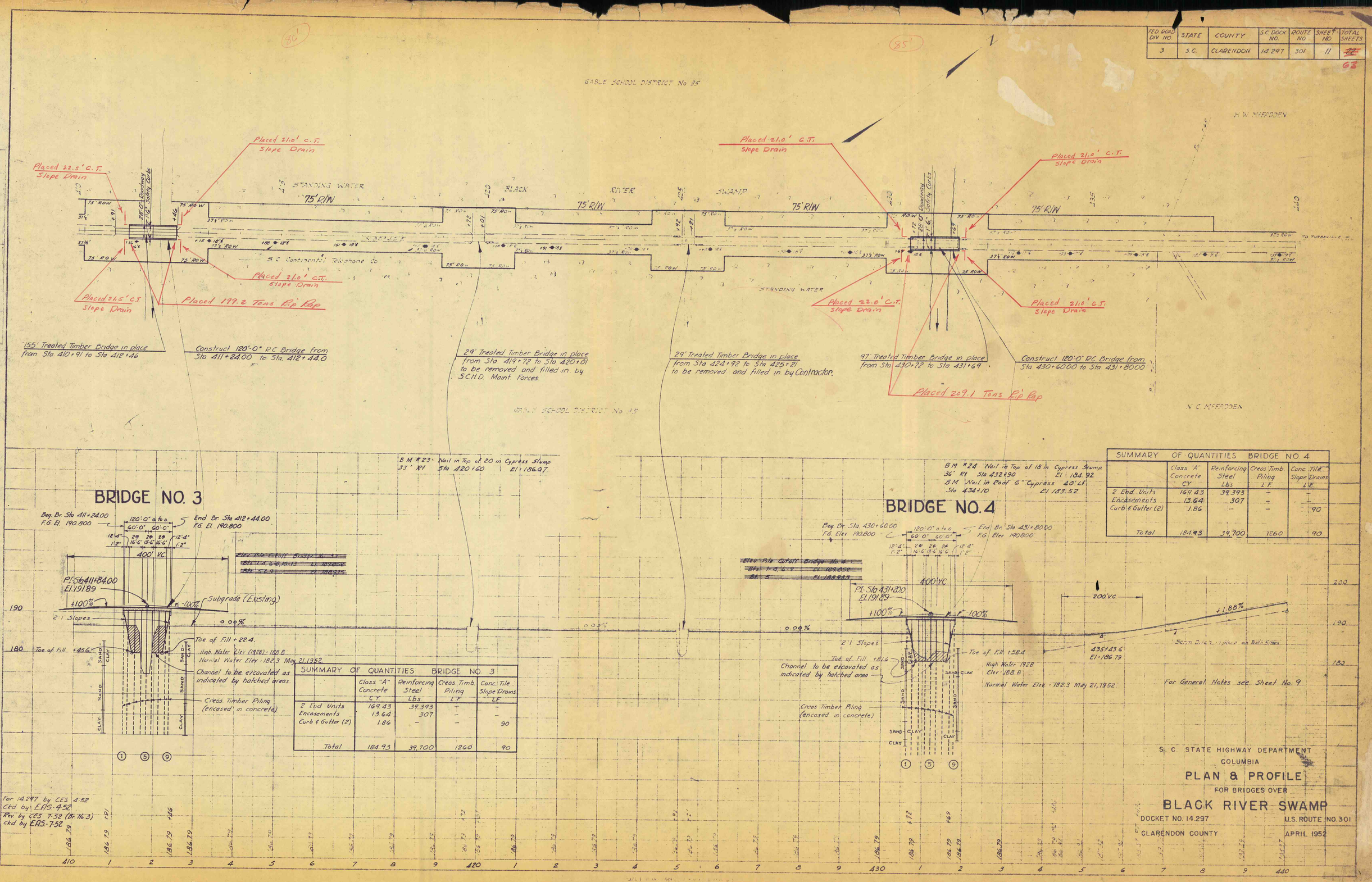


S.C. STATE HIGHWAY DEPARTMENT
COLUMBIA

PLAN & PROFILE
FOR BRIDGES OVER
BLACK RIVER SWAMP

DOCKET NO. 14.297 — U.S. ROUTE NO. 301
CLARENDON COUNTY — APRIL 1952

FED. ROAD DIV. NO.	STATE	COUNTY	S.C. DOCK NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S.C.	CLARENDON	14.297	301	11	~~22~~ 63



SUMMARY OF QUANTITIES BRIDGE NO. 3	Class "A" Concrete C.Y.	Reinforcing Steel Lbs.	Creos. Timb. Piling L.F.	Conc. Tile Slope Drains L.F.
2 End Units	169.43	39,393	–	–
Encasements	13.64	307	–	–
Curb & Gutter (2)	1.86	–	–	90
Total	184.93	39,700	1260	90

SUMMARY OF QUANTITIES BRIDGE NO. 4	Class "A" Concrete C.Y.	Reinforcing Steel Lbs.	Creos. Timb. Piling L.F.	Conc. Tile Slope Drains L.F.
2 End Units	169.43	39,393	–	–
Encasements	13.64	307	–	–
Curb & Gutter (2)	1.86	–	–	90
Total	184.93	39,700	1260	90

S. C. STATE HIGHWAY DEPARTMENT
COLUMBIA

PLAN & PROFILE

FOR BRIDGES OVER

BLACK RIVER SWAMP

DOCKET NO. 14.297 — U.S. ROUTE NO. 301

CLARENDON COUNTY — APRIL 1952

FED ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S.C.	CLARENDON	14.297	U.S. 301	12	~~22~~ C3

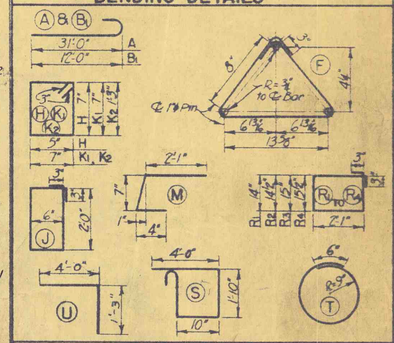
STEEL SCHEDULE

MARK	SIZE NO.	LENGTH	D	NUMBER REQ'D	
				TWO END UNITS	ONE INTERIOR UNIT
A	6	31'-8"	B	272	136
B1	7	13'-0"	B	136	68
B2	7	13'-0"	S	136	68
C1	7	10'-0"	S	136	68
C2	7	7'-0"	S	68	34
D	4	33'-8"	S	84	44
E	5	33'-8"	S	92	48
F	4	3'-6"	B	330	176
G	4	29'-8"	S	32	16
H	2	2'-6"	B	168	84
J	4	5'-6"	B	68	32
K1	2	2'-10"	B	84	48
K2	2	4'-2"	B	12	—
L	4	30'-10"	S	32	16
M	4	3'-0"	B	192	96
N	6	1'-0"	S	160	80
P	7	33'-8"	S	72	32
R1	4	7'-0"	B	48	18
R2	4	7'-1"	B	97	57
R3	4	7'-2"	B	80	30
R4	4	7'-3"	B	72	27
S	6	9'-2"	B	24	22
T	4	5'-3"	B	72	32
U	5	5'-3"	B	68	—

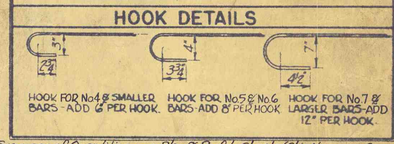
QUANTITIES

	2 END UNITS	1 INTERIOR UNIT
CLASS "A" CONCRETE	169.43 CY.	84.76 CY.
REINFORCING STEEL	39,393 LBS.	19,425 LBS.

BENDING DETAILS



HOOK DETAILS



HOOK FOR No.4 & SMALLER BARS - ADD 6" PER HOOK. HOOK FOR No.5 & No.6 BARS - ADD 8" PER HOOK. HOOK FOR No.7 & LARGER BARS - ADD 12" PER HOOK.

For Summary of Quantities, see Plan & Profile Sheets (Sh's No. &

SUMMARY OF QUANTITIES

	CLASS "A" CONCRETE	REINFORCING STEEL	CREOSOTED TIMBER PILING	
2 END UNITS	C.Y.	LBS.		L.F.
1 INTERIOR UNITS	C.Y.	LBS.		L.F.
*ENCASEMENTS	C.Y.	LBS.		
TOTAL	C.Y.	LBS.		L.F.

*ENCASEMENT QUANTITIES:
CONCRETE PER ONE BENT (4 PILES) = 0.2069 C.Y.
REINFORCING STEEL PER ONE BENT (4 PILES) = 4.9982 LBS.

S. C. STATE HIGHWAY DEPARTMENT
COLUMBIA

60 FT. CONTINUOUS UNIT
FLAT SLAB

FOR BRIDGES OVER

BLACK RIVER SWAMP

DOCKET NO. 14.297 ROUTE NO. 301
COUNTY: CLARENDON DATE: APRIL 1952

PART PLAN OF END UNIT

Year of Completion to be placed on face of right hand rail at each end of bridge.

HALF PLAN OF INTERIOR UNIT
(END UNIT SAME EXCEPT AS SHOWN)

TOP STEEL

BOTTOM STEEL

M bars - 47 sp. @ 15"

33 sp. @ 6"

NOTE: Omit drains over roadway fills. 4" I.D. Metal or Transite drain pipe 9" long, set 1½" below surface of concrete. (See Detail). Drains to be unpainted before placing concrete.

HALF END ELEVATION AT BEGINNING AND END OF BRIDGE

NOTE: All piles shall be encased

send 1 - K1 bar
cut 4" from D bar
" 5" " E bar
" 40" " A bar
cut 40" from C1 or C2

PART ELEVATION OF END UNIT

ELEVATION OF INTERIOR UNIT

19 sp. @ 3'-0"

Creosoted Timber Piles (Encasements not shown)

Felt to be cut off 1" below top of Slab and replaced with cast in place rubber joint Filler

1" Open Joint

Place 1" Bituminous Felt

Place 2 layers of heavy tar paper

Varies

EXPANSION JOINT DETAIL
SCALE: 1½" = 1'-0"

PART ELEVATION OF END UNIT AT BEGINNING OF BRIDGE

Same as Interior Unit

PART ELEVATION OF END UNIT AT END OF BRIDGE

NOTE: Encasements not shown in the above views.

PLAN

SECTION N-N

SECTION M-M

DETAIL OF DRAINS
SCALE: ½" = 1'-0"

NOTES:

Design Data: A.A.S.H.O. Specifications (1949). Live Load H15-S12-44 Truck Load. $f_s = 20{,}000$ #/in²; $n = 10$; $f_c = 1200$ #/in²; $v = 225$ #/in²; $u = 300$ #/in².

All concrete in this structure shall be Class "A".

All dimensions relative to reinforcing steel are to centers of bars.

Exposed edges shall be chamfered ¾" unless otherwise specified.

Structural grade reinforcing steel not permitted.

Piles to be driven to a minimum bearing of 20 Tons per pile.

All costs of excavation necessary to construct end bents and all encasements, and to remove material under bridge to an elevation 6" below bottom of slab to be included in Unit Price Bid for Class "A" Concrete.

Sonotube (or equal) paper column forms may be used as forms for encasements but shall be removed after concrete has set.

Chamfer post and railing ½" except top of railing.

Horizontal

Finished Grade

Round to ½ Radius

Level

Round to 1" Radius

Construction Joints

¾" Drip Bead

¼" Parabolic Crown

℄ Bridge

A, B & C Bars - 33 sp. @ 6"

C1 or C2

D (or P in Cap)

F Bars - 5 sp. @ 3'-3"

Note: See Section A-A for Stirrup spacing.

¾" Drip Bead entire length of bridge.

Ground Elevation

SECTION A-A

American Welded Fabric or equivalent; 6"x6" Mesh; #8 Ga. Wire; Fabric to be lapped 6". Wt. = 30 lbs. per 100 sq. ft.

Normal Water Elevation shown on Plan and Profile Sheet

HALF SECTION
SHOWING STEEL AND ENCASEMENTS

℄ Unit

11 sp. @ 14"

9 sp. @ 14"

8 sp. @ 14"

Pile encasements not shown.

HALF SECTION PARALLEL TO ℄ ROADWAY
SCALE: 3/8" = 1'-0"

NOTE:
Encasement Quantities are based on round encasements but 1'-8" square encasements may be used. Quantities for encasements will be computed as if round encasements were used. Piles will be assumed 12" in diameter.
Piles in all Bents to be encased.

BREAK-DOWN OF CONCRETE QUANTITIES

	2 END UNITS	1 INTERIOR UNIT
SLABS & BENTS	143.29 C.Y.	71.72 C.Y.
CURBS	20.29 C.Y.	10.14 C.Y.
POSTS & RAILS	5.89 C.Y.	2.90 C.Y.
TOTAL	169.43 C.Y.	84.76 C.Y.

REV.			
QUANT.	W.B.B.	C.H.E.	8.50
TR.	E.A.S.	C.H.E.	8.50
DR.	W.B.B.	C.H.E.	7.50
DES.	W.B.B.	C.H.E.	7.50
	BY.	CH'KD.	DATE

Adopted Per Docket No. 14.297: E.A.S. Apr. 1952
Checked by: C.E.S. Apr. 1952

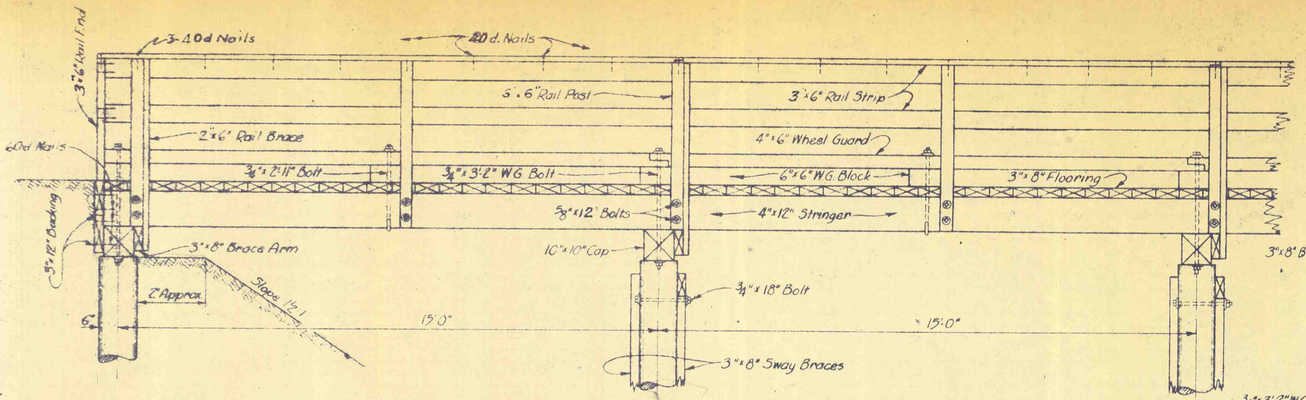
SCALE: ½" = 1'-0"

SCALE: ¼" = 1'-0", OR AS NOTED

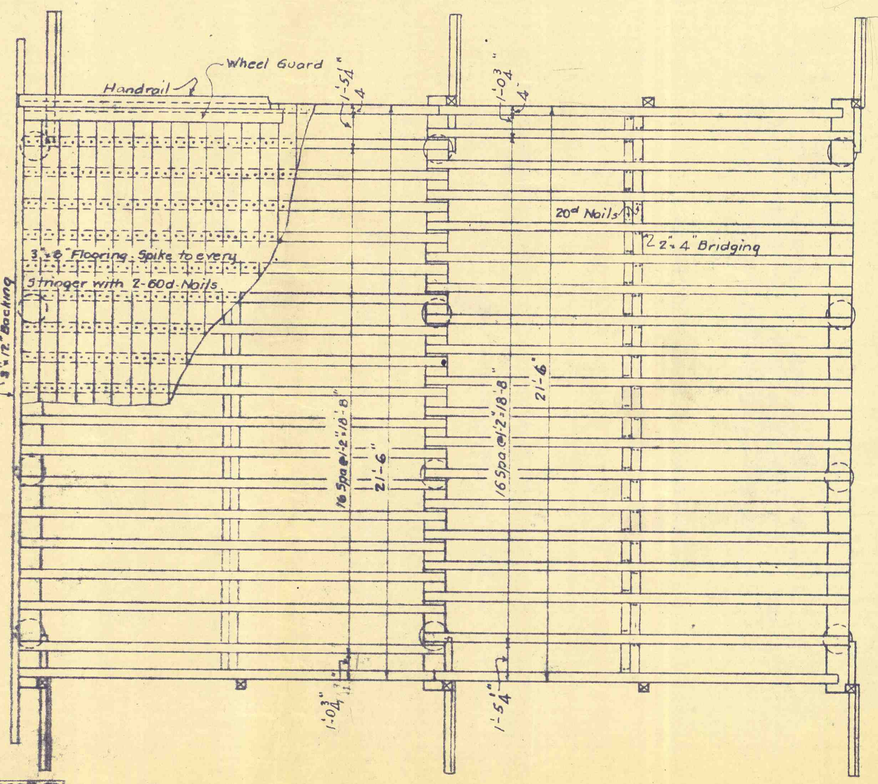
128

FED ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S.C.	CLARENDON	14.297	301	13	22

63



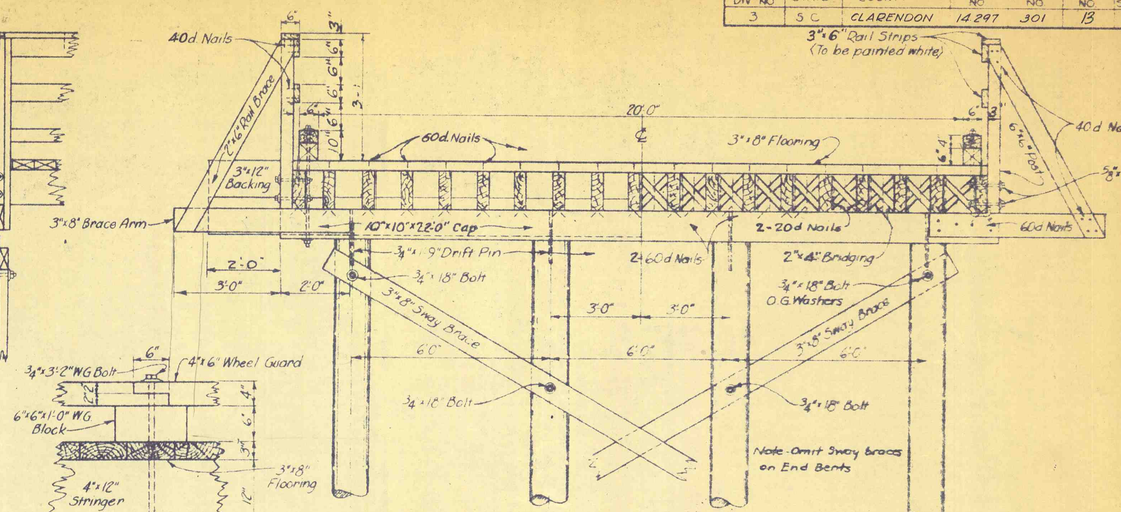
SIDE ELEVATION



PLAN

SCALE = 3/8" = 1'-FT

	E.M.O.	C.E.S.	3-50	
	STRINGERS POSTS ETC.			
CHANGES	E.A.S.	E.N.O.	4-50	
	RE-TYE FROM 3 SPANS			
DR. BY	N.B.M.	G.K.S.	12-40	
	FOR 2-40 REV			
QUANT.	G.D.P.	W.J.G.	5-33	
TR.	G.D.P.	W.J.G.	5-33	
DR.	G.D.P.	W.J.G.	5-33	
DES.	G.D.P.	W.J.G.	12-39	
	BY	CHKD.	DATE	



HALF SECTION-NEAR END BENT

HALF SECTION-INTERIOR SPAN

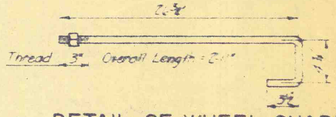
SCALE = 1" = 1'-0"

DETAIL OF WHEEL GUARD SPLICE



DETAIL OF RAIL SPLICE

SCALE 1" = 1'-0"



DETAIL OF WHEEL GUARD BOLT

QUANTITIES
TWO END SPANS

UNTREATED TIMBER NO	DESCRIPTION	SIZE	M B M	HARDWARE NO	DESCRIPTION	SIZE	LBS
4	Stringers	4"x12"x15'-5"	0.247	20	Bolts	5/8"x12"	24.8
34	Stringers	4"x12"x15'-10"	2.153	40	Ogee Washers	5/8"	24.6
8	Bridging	2"x4"x12'-0"	0.076	4	Wheel Guard Bolts	3/4"x2'-11"	16.1
41	Flooring, S1S1E	3"x8"x21'-6"	2.621	6	Wheel Guard Bolts	3/4"x3'-2"	30.3
10	Rail Post	6"x6"x4'-1"	0.123	32	Ogee Washers	3/4"	27.2
6	Brace Arms	3"x8"x5'-0"	0.060	8	Bolts	3/4"x18"	20.4
6	Rail Braces	2"x6"x6'-0"	0.036	12	Drift Pins	3/4"x1'-9"	34.1
6	Rail Strips, D45	3"x6"x16'-3"	0.146	288	Nails	20d	3.3
6	Rail Strips, D45	3"x6"x15'-2"	0.130	96	"	40d	9.6
4	Rail Ends, D45	3"x6"x2'-10"	0.017	1240	"	60d	203.5
4	Wheel Guards, S1S1E	4"x6"x15'-8"	0.125				
10	W.G. Blocks, S1S1E	6"x6"x1'-0"	0.030				
8	Backing	3"x12"x13'-0"	0.312				
3	Caps	10"x10"x22'-0"	0.550				
2	Sway Braces	3"x8"x23'-0"	0.092				
	TOTAL		4.127		TOTAL		401.2

ONE INTERIOR SPAN

UNTREATED TIMBER NO	DESCRIPTION	SIZE	M B M	HARDWARE NO	DESCRIPTION	SIZE	LBS
17	Stringers	4"x12"x15'-10"	1.077	8	Bolts	5/8"x12"	9.9
2	Stringers	4"x12"x15'-0"	0.120	16	Ogee Washers	5/8"	9.6
4	Bridging	2"x4"x12'-0"	0.037	2	Wheel Guard Bolts	3/4"x2'-11"	9.1
77	Flooring, S1S1E	3"x8"x21'-6"	0.989	2	Wheel Guard Bolts	3/4"x3'-2"	10.1
4	Rail Post	6"x6"x4'-1"	0.049	22	Ogee Washers	3/4"	18.7
2	Brace Arms	3"x8"x5'-0"	0.020	8	Bolts	3/4"x18"	20.8
2	Rail Braces	2"x6"x6'-0"	0.012	4	Drift Pins	3/4"x1'-9"	11.3
5	Rail Strips, D45	3"x6"x15'-3"	0.137	144	Nails	20d	4.7
				68	"	40d	3.8
2	Wheel Guards, S1S1E	4"x6"x15'-6"	0.062	1000	"	60d	90.9
4	W.G. Blocks, S1S1E	6"x6"x1'-0"	0.012				
1	Cap	10"x10"x22'-0"	0.183				
2	Sway Braces	3"x8"x23'-0"	0.092				
	TOTAL		2.792		TOTAL		188.9

Quantity for Bridge is equal to quantity for one interior span times number of spans less two (N-2), plus quantity for two end spans

QUANTITIES FOR BRIDGE	
UNTREATED TIMBER, M.B.M.	
PILES, L.F.	
HARDWARE, LBS.	
RIP RAP, TONS	

DESIGN DATA:
H-15 Loading or 10 Tons on rear axle
f (Timber) = 1200 #/in²
20'-0" Roadway

S. C. STATE HIGHWAY DEPARTMENT
COLUMBIA

DETAILS OF 15 FT. SPAN
UNTREATED TIMBER TRESTLE
DETOUR BRIDGE

DOCKET NO. 14.297 ROUTE NO. 301
COUNTY CLARENDON DATE APRIL 1952
SCALE 1/2" = 1'-0" OR AS NOTED

UT-20-15-50

115

Curb & Gutter and Pile Encasements not to be adjusted.

POURING RECORD ON DOCKET NO. 14.297

Reinf Conc. _____ BRIDGE

Fed. Road Div. No.	State	County	Docket No.	Route No.	Sheet No.	Total Sheets
3	S.C.	CLARENDON	14.297	301	14	63

DATE 1953	PART OF STRUCTURE	MATERIAL RECORD: CEMENT TYPE	CEMENT BRAND	#4 COARSE AGGREGATE TYPE	#4 COARSE AGGREGATE SOURCE	#10 SAND SOURCE	APPROX QUANT C.Y.	THERO BAGS REQ'D	TOTAL BAGS USED	CEMENT NOT TO BE ADJUSTED: PAR. 716 5 (a) WASTE	PAR. 716 5 (a) BEYOND PAY LINES	PAR. 716 5 (c) OVER OR UNDER THEO	NET CEMENT TO BE ADJUSTED
					Bridge No. 1	(180')				*			
2-10	Bent 9 4 Encasements						2.6	16.75	19	3		-0.75	16.25
2-10	Bent 10 2 Encasements	1	Volunteer				1.0	6.25	6			+0.25	6.25
2-11	Bent 11 2 Encasements	1	"				1.4	9.75	12	3		+0.25	9.75 (9)
2-12	Bent 11 1 Encasement												
2-16	Bent 12 4 Encasements												
2-16	Bent 12 4 Encasements	1	"				2.6	16.75	16			-0.75	16.25
2-25	Slab No. 3	1	"				73.8		457				457
2-27	Bent 7 4 Encasements												32.75
2-27	Bent 8 4 Encasements	1	"				3.8	23.75	24			+0.25	24
3-4	Bent C 4 Encasements	1	"				1.9	11.88	12			+0.12	12 (11.88)
3-5	Bent C 4 Encasements	1	"				1.8	11.25	12	1		-0.25	11.25
3-9	Slab No. 2	1	"				71.7		435				435
3-9	Bent 4 4 Encasements	1	"				1.9	11.88	12			+0.12	12 (11.88)
3-13	Bent 3 4 Encasements	1	"				1.9	11.88	12			+0.12	12 (11.88)
3-16	Span 1 60' Curb	1	"				5.0		31				31
3-18	Bent 2 4 Encasements												
3-18	Bent 2 4 Encasements	1	"				2.2	13.75	14			+0.26	14 (13.75)
3-19	Slab No. 1	1	"				69.5		427				427
3-20	Span 3 60' Curb												
3-20	Span 2 60' Curb	1	"				15.6		97				97
3-24	Span 2 60' Curb												
3-24	Span 2 60' Rail & Posts	1	"				6.7		42				42
3-25	Span 1 60' Curb	1	"				5.1		33	1			32
3-27	Span 3 60' Rail & Posts												
3-27	Span 2 60' Rail & Posts	1	"				2.9		18				18
3-31	Span 1 60' Rail & Posts	1	"				1.5		9				9
4-3	Span 1 120' Rail & Posts	1	"				2.9		18				18
4-30	20' Curb & Gutter	1	"				0.9	5.81	6			+0.19	5.81 (6)
5-2	20' Curb & Gutter	1	"				0.9	5.81	6			+0.19	5.81 (6)
	Sub-Total (Bridge No. 1)						277.6		1718	8		+0.99	1710

DATE 1952	PART OF STRUCTURE	MATERIAL RECORD: CEMENT TYPE	CEMENT BRAND	#4 COARSE AGGREGATE TYPE	#4 COARSE AGGREGATE SOURCE	#10 SAND SOURCE	APPROX QUANT C.Y.	THERO BAGS REQ'D	TOTAL BAGS USED	CEMENT NOT TO BE ADJUSTED: PAR. 716 5 (a) WASTE	PAR. 716 5 (a) BEYOND PAY LINES	PAR. 716 5 (c) OVER OR UNDER THEO	NET CEMENT TO BE ADJUSTED
					Bridge No. 3	(120')				*			
12-9	Bent C 1 Encasement												
12-9	Bent C 4 Encasements	1	Volunteer				2.4	15.00	15				15
12-10	Bent C 3 Encasements	1	"				1.4	8.75	13	4		+0.25	8.75 (9)
12-11	Bent 7 4 Encasements	1	"										
12-11	Bent 7 1 Encasement	1	"				1.9	11.88	12			+0.12	11.88 (12)
12-12	Bent 7 4 Encasements												
12-12	Bent 7 3 Encasements	1	"				2.1	13.13	13			-0.13	13.13 (13)
12-20	Slab No. 2	1	"				73.8		457	1			456
1953													
1-5	Bent 4 4 Encasements	1	"				1.9	11.88	12			+0.12	11.88 (12)
1-6	Bent 5 4 Encasements	1	"				1.9	11.88	12			+0.12	11.88 (12)
1-8	Bent 6 4 Encasements	1	"				1.6	10.00	10				10
1-9	Bent 6 4 Encasements	1	"				0.6	3.75	4			+0.25	3.75 (4)
1-22	Slab No. 1	1	Grant				69.5		423				423
1-27	Span 2 120' Curb	1	"				10.2		69	5			64
1-30	Span 3 60' Rail & Posts	1	"				1.4		9				9
2-2	Span 2 60' Rail & Posts	1	"				1.5		9				9
2-4	Span 2 120' Curb	1	"				10.2		66	2			64
2-13	Span 2 120' Rail & Posts	1	"				2.9		20	2			18
4-1	20' Curb & Gutter	1	"				0.9	5.81	6			+0.19	5.81 (6)
4-2	20' Curb & Gutter	1	"				0.9	5.81	6			+0.19	5.81 (6)
													1140.89
	Sub-Total (Bridge No. 3)						185.1		1156	14		+1.11	1142

DATE 1952	PART OF STRUCTURE	MATERIAL RECORD: CEMENT TYPE	CEMENT BRAND	#4 COARSE AGGREGATE TYPE	#4 COARSE AGGREGATE SOURCE	#10 SAND SOURCE	APPROX QUANT C.Y.	THERO BAGS REQ'D	TOTAL BAGS USED	CEMENT NOT TO BE ADJUSTED: PAR. 716 5 (a) WASTE	PAR. 716 5 (a) BEYOND PAY LINES	PAR. 716 5 (c) OVER OR UNDER THEO	NET CEMENT TO BE ADJUSTED
					Bridge No. 4	(120')				*			
11-7	Bent 9 4 Encasements	1	Volunteer				0.6	3.75	5	1		+0.25	3.75 (4)
11-12	Bent 8 4 Encasements	1	"				1.9	11.88	12			+0.12	11.88 (12)
11-13	Bent 9 4 Encasements	1	"				1.8	11.25	12			+0.75	11.25 (12)
11-14	Bent 10 4 Encasements						1.8	11.25	13	1		+0.75	11.25 (12)
11-18	Bent 5 4 Encasements	1	"				1.7	10.63	14	3		+0.37	10.63 (11)
11-25	Slab No. 2	1	"				73.8		500	39			461
11-27	Bent 4 4 Encasements	1	"				1.8	11.25	15	3		+0.75	11.25 (12)
12-3	Bent 3 4 Encasements												
12-3	Bent 2 4 Encasements												
12-3	Bent 1 4 Encasements	1	"				4.1	25.63	27	1		+0.37	25.63 (26)
12-11	Slab No. 1	1	"				69.5		436	12			423
1953													
1-1	Span 2 60' Curb	1	"				5.1		35	3			32
1-2	Span 2 60' Curb	1	"				5.1		32				32
1-6	Span 1 60' Curb	1	"				5.1		32				32
1-7	Span 1 60' Curb	1	"				5.1		32				32
1-13	Span 3 60' Rail & Posts	1	"				1.5		18	9			9
1-14	Span 3 60' Rail & Posts						1.5		9				9
1-19	Span 2 60' Rail & Posts												
1-19	Span 2 60' Rail & Posts	1	"				2.9		18				18
3-27	20' Curb & Gutter	1	"				0.9	5.81	6			+0.19	5.81 (6)
3-31	20' Curb & Gutter	1	"				0.9	5.81	6			+0.19	5.81 (6)
													1145.26
	Sub-Total (Bridge No. 4)						185.1		1221	72		+3.74	1149

* Also includes Cement used in Coating Mixer, Chutes Etc.

See Note Book No. 2, Pages 1-5

#4 Gravel, Bader Co. S.C. & Hagood S.C.

Bader Co. S.C. & Hagood S.C.

#4 Gravel, Bader Co. S.C. & Hagood S.C.

Bader Co. S.C. & Hagood S.C.

													1140.89
													1709.51
Bridge 1	277.6	277.6	1718	8	8	+0.44	1710						
Bridge 3	185.1	185.1	1156	14	14	+1.11	1142						
Bridge 4	185.1	185.1	1221	72	70	+3.74	1149						
													1145.26
													3995.66
Grand Total	647.8	647.8	4095	94	94	+5.34	4001						

CARRIED FORWARD

CARRIED FORWARD

CARRIED FORWARD

GRAND TOTAL

PILE RECORD ON DOCKET NO. 14.297

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S.C.	CLARENDON	14.297	301	15	63

WEIGHT OF HAMMER 2328 Lbs. TYPE Gravity

DATE 1953	BENT NO.	FOOTING	PILE NO.	DIAM. AT BUTT	DIAM. AT TIP	ORIG. LENGTH	BUILD-UP OR SPLICE	TOTAL LENGTH	LENGTH C. O.	NET LENGTH	ELEV. C. O.	ELEV. PILE TIP	ELEV. ORIG. GROUND OR BOTTOM OF FOOTING	PEN. IN GROUND OR BELOW FOOTING	PEN. PER BLOW Inches	FALL OF HAMMER	BEARING VALUE	PAY LENGTH	C.O. @ 25%	C.O. @ 40%
3-17	1		1	12	9	45.2		Bridge No.1	10.3	34.9	190.0	155.1	182.4	27.3	23/32	15	20.8	34.9	8.3	
3-17	1		2	12	8	45.2			20.9	24.3	190.0	165.7	182.4	16.7	21/32	15	21.1	24.3	18.9	
3-17	1		3	12	9	45.5			18.2	27.3	190.0	162.7	182.4	19.7	23/32	15	20.0	27.3	16.2	
3-17	1		4	12	9	45.2			13.6	31.6	190.0	158.4	182.4	24.0	23/32	15	20.0	31.6	11.6	
Total						181.1			63.0	118.1									55.0	
3-17	2		1	12	8	45.2			6.0	39.2	190.0	150.8	182.4	31.6	3/4	15	20.0	39.2		4.0
3-14	2		2	12	9	45.3			6.0	39.3	190.0	150.7	182.4	31.7	23/32	15	20.8	39.3		4.0
3-13	2		3	12	9	45.3			5.8	39.5	190.0	150.5	182.4	31.9	23/32	15	20.8	39.5		3.8
3-13	2		4	12	9	45.3			11.9	33.4	190.0	156.6	182.4	25.8	19/32	15	21.8	33.4	9.9	
Total						181.1			29.7	151.4								151.4	9.9	11.8
3-12	3		1	12	8	45.2			6.3	38.9	190.0	151.1	182.4	31.3	23/32	15	20.8	38.9		4.3
3-12	3		2	13	9	45.3			6.3	39.0	190.0	151.0	182.4	31.4	19/32	15	21.8	39.0		4.3
3-12	3		3	13	8	45.1			6.0	39.1	190.0	150.9	182.4	31.5	19/32	15	21.8	39.1		4.0
3-10	3		4	13	9	45.5			7.1	38.4	190.0	151.6	182.4	30.8	23/32	15	20.8	38.4		5.1
Total						181.1			25.7	155.4								155.4		17.7
3-7	4		1	12	8	45.4			4.3	31.1	190.0	158.9	182.4	23.5	23/32	15	20.8	31.1		2.3
3-7	4		2	13	9	45.3			4.9	30.4	190.0	159.6	182.4	22.8	21/32	15	21.1	30.4		2.9
3-6	4		3	12	9	45.2			14.2	31.0	190.0	159.0	182.4	23.4	13/32	15	24.9	31.0	12.2	
3-7	4		4	12	8	45.1			5.4	39.7	190.0	150.3	182.4	32.1	23/32	15	20.8	39.7		3.4
Total						161.0			28.8	132.2								132.2	12.2	8.6
3-5	5		1	12	9	45.3			6.9	38.4	189.1	150.7	182.4	31.7	9/16	15	22.5	38.4		4.9
3-4	5		2	12	8	45.3			11.5	33.8	189.1	155.3	182.4	27.1	17/32	15	21.8	33.8	9.5	
3-4	5		3	12	8	45.2			6.0	39.2	189.1	149.9	182.4	32.5	23/32	15	20.8	39.2		4.0
3-4	5		4	12	8	45.2			6.2	39.0	189.1	150.1	182.4	32.3	3/4	15	20.0	39.0		4.2
Total						181.0			30.6	150.4								150.4	9.5	13.1
3-3	6		1	12	9	45.3			8.9	36.4	190.0	153.6	182.4	28.8	23/32	15	20.8	36.4	6.9	
3-3	6		2	12	8	45.4			4.7	40.7	190.0	149.3	182.4	33.1	19/32	15	21.8	40.7		2.7
3-3	6		3	12	8	45.2			5.0	40.2	190.0	149.8	182.4	32.6	23/32	15	20.8	40.2		3.0
3-3	6		4	12	10	45.2			4.5	40.7	190.0	149.3	182.4	33.1	9/16	15	22.5	40.7		2.5
Total						181.1			23.1	158.0								158.0	6.9	8.2
2.20	7		1	13	9	35.2			0.5	34.7	190.0	155.3	182.4	27.1	23/32	15	20.8	34.7		0.0
2.19	7		2	13	9	35.3			0.7	34.6	190.0	155.4	182.4	27.0	19/32	15	21.8	34.6		0.0
2.19	7		3	13	9	45.2			7.2	38.0	190.0	152.0	182.4	30.4	3/4	15	20.0	38.0		5.2
2.20	7		4	14	9	45.0			14.0	31.0	190.0	159.0	182.4	23.4	19/32	15	21.8	31.0	12.0	
Total						160.7			22.4	138.3								138.3	12.0	5.2
2.18	8		1	12	9	35.0			6.5	28.5	190.0	161.5	182.4	20.9	3/4	15	20.0	28.5		4.5
2.18	8		2	14	9	35.0			7.5	27.5	190.0	162.5	182.4	19.9	21/32	15	21.1	27.5		5.5
2.18	8		3	14	10	35.3			6.0	27.3	190.0	160.7	182.4	21.7	19/32	15	21.8	27.3		4.0
2.18	8		4	13	10	35.3			1.3	34.0	190.0	156.0	182.4	26.4	3/4	15	20.0	34.0		0.0
Total						140.6			21.3	119.3								119.3		14.0
2.7	9		1	15	11	35.0			3.0	32.0	189.1	157.1	182.4	25.3	3/4	15	20.0	32.0		1.0
2.6	9		2	14	7	45.0			9.0	36.0	189.1	153.1	182.4	29.3	23/32	15	20.8	36.0	7.0	
2.6	9		3	14	8	45.0			7.5	37.5	189.1	151.6	182.4	30.8	7/16	15	24.1	37.5		5.5
2.7	9		4	14	9	35.0			1.0	34.0	189.1	155.1	182.4	27.3	3/4	15	20.0	34.0		0.0
Total						160.0			20.5	139.5								139.5	7.0	6.5
2.10	10		1	12	8	35.0			6.0	29.0	190.0	161.0	182.4	21.4	23/32	15	20.8	29.0		4.0
2.10	10		2	13	8	35.0			3.6	31.4	190.0	158.6	182.4	23.8	19/32	15	21.8	31.4		1.6
2.10	10		3	12	8	36.5			4.9	30.6	190.0	159.4	182.4	23.0	1/4	15	23.3	30.6		2.9
2.10	10		4	13	8	35.0			3.8	31.2	190.0	158.8	182.4	23.6	3/4	15	20.0	31.2		1.8
Total						140.5			18.3	122.2								122.2		10.3
2.12	11		1	12	9	35.3			4.2	31.1	190.0	158.9	182.4	23.5	21/32	15	21.1	31.1		2.2
2.11	11		2	12	9	35.5			6.5	29.0	190.0	161.0	182.4	21.4	1/2	15	23.3	29.0		4.6
2.11	11		3	12	8	35.0			4.0	31.0	190.0	159.0	182.4	23.4	19/32	15	21.8	31.0		2.0
2.12	11		4	12	8	35.0			1.5	33.5	190.0	156.5	182.4	25.9	23/32	15	20.8	33.5		0.0
Total						140.8			16.2	124.6								124.6		8.7
2.14	12		1	12	8	35.0			9.4	30.6	190.0	159.4	182.4	23.0	1/2	15	23.3	30.6		2.4
2.13	12		2	11	8	35.0			8.3	26.7	190.0	163.3	182.4	19.1	13/32	15	24.9	26.7	6.3	
2.13	12		3	12	10	35.1			6.0	29.1	190.0	160.9	182.4	21.5	7/16	15	24.1	29.1		4.0
2.14	12		4	12	8	35.0			9.4	30.6	190.0	159.4	182.4	23.0	23/32	15	20.8	30.6		2.4
Total						140.1			23.1	117.0								117.0	6.3	8.8
2.14	13		1	11	8	35.0			10.4	24.6	190.0	165.4	182.4	17.0	1/2	15	23.3	24.6	8.4	
2.13	13		2	12	8	35.0			8.7	26.3	190.0	163.7	182.4	18.7	19/32	15	21.8	26.3	6.7	
2.13	13		3	11	8	35.0			7.3	27.7	190.0	162.3	182.4	20.1	13/32	15	24.9	27.7		5.3
2.14	13		4	12	8	35.0			8.0	27.0	190.0	163.0	182.4	19.4	7/16	15	22.5	27.0	6.0	
						140.0			34.4	105.6								105.6	21.1	5.3
Sub Total (Bridge No.1)						2089.1		2089.1	357.1	1732.0								1732.0	139.9	118.2
TOTAL																				

MDM said accept R.E.'s "Elev. C.O." tho they are high to a max. of 1¾"

DATE 1953	BENT NO.	FOOTING	PILE NO.	DIAM. AT BUTT.	DIAM. AT TIP	ORIG. LENGTH	BUILD-UP OR SPLICE	TOTAL LENGTH	LENGTH C. O.	NET LENGTH	ELEV. C. O.	ELEV. PILE TIP	ELEV. ORIG. GROUND OR BOTTOM OF FOOTING	PEN. IN GROUND OR BELOW FOOTING	PEN. PER BLOW Inches	FALL OF HAMMER	BEARING VALUE	PAY LENGTH	C.O. @ 25%	C.O. @ 40%
1-1	1		1	12	9	45.0		Bridge No. 3	17.8	27.2	189.9	162.7	182.4	19.7	13/32	15	24.9	27.2	15.8	
1-1	1		2	12	8	38.5			0.5	38.0	189.9	151.9	182.4	30.5	3/4	15	20.0	38.0		0.0
1-1	1		3	12	9	40.0			6.0	34.0	189.9	155.9	182.4	26.5	3/4	15	20.0	34.0		4.0
1-1	1		4	14	10	45.0			10.3	34.7	189.9	155.2	182.4	27.2	1/2	15	23.3	34.7	8.3	
Total						168.5			34.6	133.9								133.9	24.1	4.0
1952																				
12.31	2		1	13	9	35.4			7.3	28.1	189.9	161.8	182.4	20.6	9/16	15	22.5	28.1		5.3
12.30	2		2	12	8	45.0			10.4	34.6	189.9	155.3	182.4	27.1	11/16	15	20.8	34.6	8.4	
12-31	2		3	12	8	45.0			10.7	34.3	189.9	155.6	182.4	26.8	19/32	15	21.8	34.3	8.7	
12-31	2		4	15	10	35.3			1.4	33.9	189.9	156.0	182.4	26.4	3/4	15	20.0	33.9		0.0
Total						160.7			29.8	130.9								130.9	17.1	5.3
12-29	3		1	12	8	45.3			6.2	39.1	189.9	150.8	182.4	31.6	1/2	15	23.3	39.1		4.2
12-29	3		2	13	9	45.0			5.0	40.0	189.9	149.9	182.4	32.5	9/16	15	22.5	40.0		3.0
12-29	3		3	15	8	45.0			5.2	39.8	189.9	150.1	182.4	32.3	21/32	15	21.1	39.8		3.2
12-29	3		4	15	10	44.8			8.8	36.0	189.9	153.9	182.4	28.5	21/32	15	21.1	36.0	6.8	
Total						180.1			25.2	154.9								154.9	6.8	10.4
12-22	4		1	12	8	45.4			6.6	38.8	189.9	151.1	182.4	31.3	23/32	15	20.8	38.8		4.6
12-22	4		2	12	10	45.5			7.5	38.0	189.9	151.9	182.4	30.5	9/16	15	22.5	38.0		5.5
12-22	4		3	12	8	45.3			3.1	42.2	189.9	147.7	182.4	34.7	21/32	15	21.1	42.2		1.1
12-22	4		4	13	9	45.4			6.7	38.7	189.9	151.2	182.4	31.2	9/16	15	22.5	38.7		4.7
Total						181.6			23.9	157.7								157.7		15.9
12-1	5		1	12	8	45.4			6.7	38.7	189.0	150.3	182.4	32.1	23/32	15	20.8	38.7		4.7
12-1	5		2	12	8	45.4			5.6	39.8	189.0	149.2	182.4	33.2	17/32	15	22.8	39.8		3.6
11-29	5		3	13	8	45.2			5.6	39.7	189.0	149.3	182.4	33.1	5/8	15	21.6	39.7		3.5
12-1	5		4	13	8	45.1			5.6	39.5	189.0	149.5	182.4	32.9	21/32	15	21.1	39.5		3.6
Total						181.1			23.4	157.7								157.7		15.4
12-3	6		1	12	8	45.3			8.2	37.1	189.9	152.8	182.4	29.6	7/16	15	24.1	37.1	6.2	
12-3	6		2	12	8	45.4			7.0	38.4	189.9	151.5	182.4	30.9	7/16	15	24.1	38.4		5.0
12.1	6		3	12	9	45.3			6.0	39.3	189.9	150.6	182.4	31.8	7/16	15	24.1	39.3		4.0
12-3	6		4	12	8	45.2			8.7	36.5	189.9	153.4	182.4	29.0	21/32	15	24.1	36.5	6.7	
Total						181.2			29.9	151.3								151.3	12.9	9.0
12-4	7		1	15	11	36.4			3.5	31.9	189.9	158.0	182.4	24.4	19/32	15	21.8	31.9		1.5
12-4	7		2	13	9	45.3			12.1	33.2	189.9	156.7	182.4	25.7	13/32	15	24.9	33.2	10.1	
12-4	7		3	13	8	35.4			2.3	33.1	189.9	156.8	182.4	25.6	23/32	15	20.8	33.1		0.3
12-4	7		4	15	8	35.3			0.6	34.7	189.9	155.2	182.4	27.2	3/4	15	20.0	34.7		0.0
Total						151.4			18.5	132.9								132.9	10.1	1.8
12-9	8		1	14	10	36.4			3.9	31.5	189.9	158.4	182.4	24.0	1/2	15	23.3	31.5		1.9
12-8	8		2	13	9	35.4			1.2	34.2	189.9	156.7	182.4	26.7	19/32	15	21.8	34.2		0.0
12-9	8		3	13	9	35.2			3.0	32.2	189.9	157.7	182.4	24.7	1/2	15	23.3	32.2		1.0
12-9	8		4	13	8	45.3			9.5	35.8	189.9	154.1	182.4	28.3	19/32	15	21.8	35.8	7.5	
Total						151.3			17.6	133.7								133.7	7.5	2.9
12-9	9		1	12	9	35.2			3.5	31.7	189.9	158.2	182.4	24.2	3/4	15	20.0	31.7		1.5
12-9	9		2	12	8	35.2			2.8	32.4	189.9	157.5	182.4	24.9	1/2	15	23.3	32.4		0.8
12-9	9		3	12	8	35.0			4.7	30.3	189.9	157.6	182.4	22.8	3/4	15	20.0	30.3		2.7
12-9	9		4	12	8	35.0			7.5	27.5	189.9	162.4	182.4	20.0	1/2	15	23.3	27.5		5.5
Total						140.4			18.5	121.9								121.9		10.5
Sub-Total (Bridge No.3)						1496.3		1496.3	221.4	1274.9								1274.9	78.5	75.2
TOTAL																				
GRAND TOTAL																				

These are quite close - so MDM said accept.

See Note Book No. 2, Pages 6-19

NOTES CONCERNING ANY UNUSUAL FOUNDATION CONDITIONS

BENT NO.	FOOTING	PILE NO.	REMARKS

NOTES:

PAY LENGTH SHOULD INCLUDE ALLOWANCE FOR SPLICING STEEL PILES AND ANY OTHER AUTHORIZED ALLOWANCES.

NUMBERING PILES:
A SKETCH OF BENT OR FOOTING TO BE DRAWN ON THIS SHEET AND PILES TO BE NUMBERED, ALSO FLOW OF STREAM TO BE SHOWN.

PENETRATION PER BLOW:
GIVE THIS INFORMATION IN DECIMALS OF AN INCH.

PILE RECORD _____ DOCKET NO. _____

PILE RECORD ON DOCKET NO. 14.297

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S.C.	CLARENDON	14.297	301	16	63

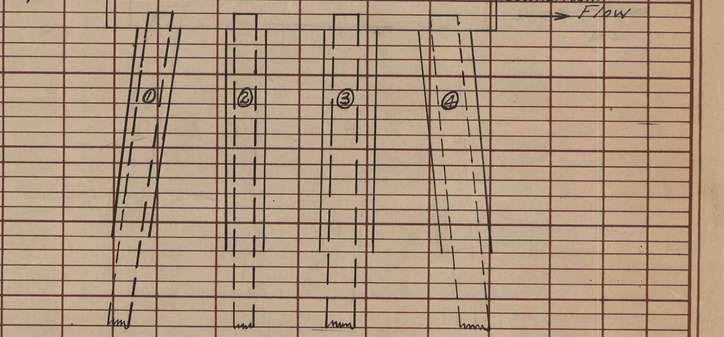
WEIGHT OF HAMMER 2328 Lbs. TYPE Gravity

DATE 1952	BENT NO.	FOOTING	PILE NO.	DIAM. AT BUTT.	DIAM. AT TIP	ORIG. LENGTH No. 4 Bridge	BUILD-UP OR SPLICE	TOTAL LENGTH	LENGTH C. O.	NET LENGTH	ELEV. C. O.	ELEV. PILE TIP	ELEV. ORIG. GROUND OR BOTTOM OF FOOTING	PEN. IN GROUND OR BELOW FOOTING	PEN. PER BLOW Inches	FALL OF HAMMER	BEARING VALUE	PAY LENGTH	C.O. @ 25%	C.O. @ 40%
11-19	1		1	12	8	35.2			7.8	27.4	1899	162.5	182.4	19.9	3/4	15	20.0	27.4		5.8
11-19	1		2	13	10	35.2			11.0	24.2	1899	165.7	182.4	16.7	19/32	15	21.8	24.2	9.0	
11-19	1		3	12	8	35.5			0.6	34.9	1899	155.0	182.4	27.4	23/32	15	20.8	34.9		0.0
11-19	1		4	12	7	35.0			5.1	24.9	1899	160.0	182.4	22.4	23/32	15	20.8	29.9		3.1
Total						140.9			24.5	116.4								116.4	9.0	8.9
11-18	2		1	12	8	35.0			6.7	28.3	1899	161.6	182.4	20.8	3/4	15	20.0	28.3		4.7
11-18	2		2	12	8	35.0			10.0	25.0	1899	164.9	182.4	17.5	23/32	15	20.8	25.0	8.0	
11-18	2		3	12	8	32.5			5.4	27.1	1899	162.8	182.4	17.6	23/32	15	20.8	27.1		3.4
11-18	2		4	12	8	35.2			9.3	25.9	1899	164.0	182.4	18.4	19/32	15	21.8	25.9	7.3	
Total						137.7			31.4	106.3								106.3	15.3	8.1
11-17	3		1	12	8	35.2			3.3	31.9	1899	158.0	182.4	24.4	3/4	15	20.0	31.9		1.3
11-17	3		2	12	10	35.3			5.0	30.3	1899	157.6	182.4	22.8	1/2	16	23.3	30.3		3.0
11-17	3		3	15	8	35.3			1.1	34.2	1899	165.7	182.4	26.7	23/32	15	20.8	34.2		0.0
11-17	3		4	12	11	35.0			5.7	29.3	1899	160.6	182.4	21.8	23/32	15	20.8	29.3		3.7
Total						140.8			15.1	125.7								125.7		8.0
11-15	4		1	14	10	35.3			5.8	29.5	1899	160.4	182.4	22.0	21/32	15	21.1	29.5		3.8
11-7	4		2	11	8	35.1			5.2	29.9	1899	160.0	182.4	22.4	1/2	15	23.3	29.9		3.2
11-7	4		3	12	8	35.0			6.0	29.0	1899	160.9	182.4	21.5	5/8	15	21.6	29.0		4.0
11-15	4		4	12	8	35.2			5.3	29.9	1899	160.0	182.4	22.4	23/32	15	20.8	29.9		3.3
Total						140.6			22.3	118.3								118.3		14.3
11-14	5		1	12	8	35.0			5.6	29.4	1890	159.6	182.4	22.8	23/32	15	20.8	29.4		3.6
11-6	5		2	12	8	35.1			5.5	29.6	1890	159.4	182.4	23.0	23/32	15	20.8	29.6		3.5
11-6	5		3	12	8	35.0			2.9	32.1	1890	156.9	182.4	25.5	19/32	15	21.8	32.1		0.9
11-10	5		4	12	8	35.0			6.2	28.8	1890	160.2	182.4	22.2	1/2	15	23.3	28.8		4.2
Total						140.1			20.2	119.9								119.9		12.2
11-13	6		1	12	8	35.0			5.1	29.9	1899	160.0	182.4	22.4	23/32	15	20.8	29.9		3.1
11-6	6		2	12	9	35.2			3.2	32.0	1899	157.9	182.4	24.5	21/32	15	21.1	32.0		1.2
11-6	6		3	13	9	35.6			3.3	32.3	1899	157.6	182.4	24.8	5/8	15	21.6	32.3		1.3
11-8	6		4	12	8	35.2			4.3	30.9	1899	159.0	182.4	23.4	7/16	15	24.1	30.9		2.3
Total						141.0			15.9	125.1								125.1		7.9
11-12	7		1	12	8	35.1			2.2	32.9	1899	157.0	182.4	25.4	3/4	15	20.0	32.9		0.2
11-5	7		2	13	10	35.3			5.3	30.0	1899	159.9	182.4	22.5	23/32	15	20.8	30.0		3.3
11-5	7		3	13	9	35.2			8.0	27.2	1899	162.7	182.4	19.7	19/32	15	21.8	27.2		6.0
11-8	7		4	12	8	35.3			6.4	28.9	1899	161.0	182.4	21.4	3/4	15	20.0	28.9		4.4
Total						140.9			21.9	119.0								119.0		13.9
11-12	8		1	15	11	35.3			6.6	28.7	1899	161.2	182.4	21.2	1/2	15	23.3	28.7		4.6
11-5	8		2	13	8	35.0			0.6	34.4	1899	155.5	1824	26.9	3/4	15	20.0	34.4		0.0
11-5	8		3	11	8	35.0			4.1	30.9	1899	158.0	182.4	23.4	3/4	15	20.0	30.9		2.1
11-10	8		4	11	8	35.0			4.8	30.2	1899	159.7	182.4	22.7	23/32	15	20.8	30.2		2.8
Total						140.3			16.1	124.2								124.2		9.5
11-3	9		1	12	8	35.0			2.4	32.6	1899	157.3	1824	25.1	23/32	15	20.2	32.6		0.4
11-3	9		2	13	8	35.3			3.7	31.6	1899	158.3	1824	24.1	17/32	15	22.8	31.6		1.7
11-3	9		3	12	9	35.2			2.5	32.7	1899	157.2	1824	25.2	23/32	15	20.2	32.7		0.5
11-4	9		4	12	8	35.2			7.4	27.8	1899	162.1	1824	20.3	3/4	15	20.0	27.8		5.4
Total						140.7			16.0	124.7								124.7		8.0
Sub Total (Bridge No. 4)						1263.0			183.4	1079.6								1079.6	24.3	90.8
TOTAL																				

OK

These are quite close — so MDM said accept.

TYPICAL BENT ALL BRIDGES



See Note Book No 2, Pages 20-25

| | | | | | | | | | | | | | | | | | | |

Detours

SHEET "B"

FED. AID PROJ. NO.	FED. ROAD DIST. NO.	STATE	COUNTY	DOCKET NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
	12	S.C.	CLARENDON	14-297	DETOUR	17	63

CLEARING & GRUBBING WITHIN R.O.W.

Contract Lump Sum	$ 3,500.00
Adjusted Lump Sum	$
In case of adjustment see detail of respective acreage on cross section Sheet No.	

CLEARING & GRUBBING PITS (and Ditches)

Pit No.	Length	Width	Sq. Ft.	Acres	Type of Pit	Reference	Remarks
1	467	183	54100	1.25	Borrow	Sheet	No. 54
1	150	145	21780	0.50	S. Clay	"	" "
Ditches See Sh. Nos.							
Total				1.75			
Show on Plans							

OVERHAUL

Sheet No.	C.Y.H.M.	Class of Material	Pit No.	Remarks
		Roadway		
		"		
		"		
		"		
		"		
		"		
	21049	"		
50	20911	Borrow	1	
50	4788	"	2	
		"		
		"		
		"		
		"		
		"

Detours

SHEET "C"

FED. AID PROJ. NO.	FED ROAD DIST. NO.	STATE	COUNTY	DOCKET NO.	ROUTE NO	SHEET NO.	TOTAL SHEETS
	14	S.C.	CLARENDON	14-297	Detours	18	69

REINFORCED CONC. BOX CULVERTS (Roadway)

Station	Length	Size	"B" Conc.	Steel	Exc. Str.	Piling	Remarks
			None				
Totals							

Brand of Cement _____ F. Agg. _____ Cse. Agg. _____ Mix _____ Water _____

REINF. CONC. BOX CULV. (20 Ft Span and Over)

Station	Length	Size	"B" Conc.	Steel	Exc. Str.	Piling	Remarks
			None				
Totals							

Brand of Cement _____ F. Agg. _____ Cse. Agg. _____ Mix _____ Water _____

PIPE-TYPE _____ Brand _____ Reference _____

Station	15"	18"	24"	30"	36"	Type of Hdwl. Lt.	Type of Hdwl. Bk.	"B" Conc.	Steel	Remarks
				None						
Totals										

Correct Plans & Profile to agree with above

PIPE-TYPE _____ Brand _____ Reference _____

Station	12"	15"	18"	24"	30"	36"	Remarks
					None		
Totals							

Correct Plans & Profile to agree with above

PIPE-TYPE _____ Reference _____

Station	12"	15"	18"	24"	30"	36"	Remarks
					None		
Totals							

Correct Plans & Profile to agree with above

RIP-RAP Brand _____ Reference _____

Station	Tons	C.Y.	Remarks
		None	
Totals			

Submit Freight Bills or Measurements

MISCELLANEOUS

See Plan & Profile

Detour Bridge	No. 1
" "	No. 3
" "	No. 4

Show with Bridges

Show on Plans and/or Profile where applicable

SIDEWALK - CURB AND GUTTER - DRIVEWAYS

Sheet No.	S.Y. 2½ Sidewlk	S.Y. 6" Sidewlk	S.Y. 6" D'way			Lin. Ft. Curb&G.		Remarks
			None					
Totals								

Brand of Cement _____ F. Agg. _____ Cse. Agg. _____ Mix _____ Water _____

Show Complete & Detailed Layout where Practicable

REMOVAL AND DISPOSAL OF OLD PAVEMENT ETC.

Sheet No.	S.Y. Old Pave.	S.Y. Old Swlk.	S.Y.	Lin. Ft. Old C&G			Remarks
				None			
Totals							

CATCH BASINS - DROP INLETS - MANHOLES

Sta	Side	Type of Catch B. 1	2	3	4	5	6	7	Drop Inlet 2'6"x2'6"	2'6"x3'6"	Man Holes	Adjusted C.B.	D.I.	M.H.	Remarks
									None						
Totals															Show on Plan & Profile

COMPLETE STATEMENT OF FORCE ACCOUNT WORK

Station	Date	Amount	Description
			None

ROADSIDE IMPROVEMENT

Sheet No.	S.Y. Planting Slopes & Shlds	C.Y. Sel. Material	C.Y. H.M. Overhaul (Sel. Mat.)	Fertilizer		Remarks
			None			
Totals						

Do not include Sel. Mat. & Overhaul on Preceding Sheet

LENGTH

Ending Station	376+75	418+75	438+75
Begining Station	364+25	405+75	434+75
	1 2+50	13+00	13+50
Equalities Plus/Minus			
Gross Length		=	Miles
Exceptions		=	Miles
Net Length		=	Miles
Bridges	139.5	=	Miles
Length of Roadway	3760.5	=	Miles

See Original Plans to determine what Constitutes an Exception to Length.

EQUALITIES

Station = Station	Plus	Minus	
		None	
Totals			
Net Value			

Show on Plans, Profile and Cross Sections

EXCEPTIONS

Station to Station		Exception to Grade (Lgth)	Exception to Surf. (Lgth)	Exception to Proj. (Lgth.)	Nature of Exception	Remarks
369+50	370+11.5	61.5				
411+53.5	412+00	46.5				
430+90	431+21.5	31.5				
			None			
Totals		139.5				

Show on Plans, Profile and Cross Sections

RELOCATIONS

Sta to Sta		Reason
		None

Show on Plans Accurately

GRADE CHANGES

Sta to Sta		Reason
365+00	376+00	Instructions from Dist. Engr. - Dist. #7
405+50	418+00	
425+00	429+00	

Show on Plans Accurately

SUMMARY OF REIN. STEEL

	Lbs Roadway	Lbs 20' Span & Over
Box Culv.		
Headwalls	None	—
Totals		

F.A. MARKERS - No PLATES

Station	Markers	Plates
	None	
Totals		

MISCELLANEOUS

None

SHEET "B"

FED. AID PROJ. NO.	FED. ROAD DIST. NO.	STATE	COUNTY	DOCKET NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
	12	S.C.	CLARENDON	14.297	301	17A	63

CLEARING & GRUBBING WITHIN R.O.W.

Contract Lump Sum See Sh. 17	$ 3500.00
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.	Acres	Type of Pit	Reference	Remarks
			None				
Ditches See Sh. Nos.							
Total							

Shown on Plans

OVERHAUL

Sheet No.	C.Y. H.M.	Class of Material	Pit No.	Remarks
		Roadway		
		"		
		"		
		"		
		"		
		"		
51	15596 / 15587	Borrow	2-A	
		"		
		"		
		"		
		"		
		"		
		"		
		"		
		"		
—	18256	Base		See Detail Above Right
—	1357	Sel. Mat		See Below
Total	35209 / 35200			

See next Sheet for Roadside Improvements

SELECTED MATERIAL FOR SHOULDERS

Typical Section Shown on Sheet No. 2

Sheet No.	C.Y.	C.Y. H.M.	Pit No.	Area of Pit	Cost of Pit	Property Owner	Remarks
52	682	505	1 X	See	Sheet	No. 51	
52	284	852	2	2.0	$100.00	Mc. McFaddin	
Totals	966	1357					

See next Sheet for Roadside Improvements

EXCAVATION TOTALS

	Cu. Yds.	
Roadway	1008	932
Borrow	9575	9569
Ditches		
Strippings		
Ramps		
Channel	1335	
Total	11918	11836

SHRINKAGE

	Cu. Yds.	
Roadway	1008	
Borrow	9575	
Gross Tot.		
Less Waste		Remize
Net Tot.	10583	
Less Emb.	10103	
Difference	480	
Shrinkage	04.75%	

EXCAVATION

Sh. No.	Roadway	Channel	Borrow	Strippings	Pit No.	Embank	Ditches	Ramps
28	92	71				1420		
29	145	117				2177		
30	190					3056		
31	142					479		
32	184	168				1186		
33	11	9				1763		
34	247	241				22		
48		709						
49		626						
51			9575	7569	2-A			
Totals	1008	1335	9575	7569		10103		

EARTH TYPE BASE

Reference Sheet No. 53

Sheet No.	C.Y.	C.Y. H.M.	Dim. of Gross Sec.	C.Y. Per Sta.	Pit No.	Class of Material	Area of Pit	Cost of Pit	Property Owner	Remarks
53	2987	18256		96	1	See	sheet	No. 17		
Totals	2987	18256				on Roadway				
Total	—	—				on Structures 20' Span and Over				
Grand	2987	18256				Totals				

SCARIFYING, MIXING, ETC.

Sta. to Sta.	Length	Width	M.S.Y.	Remarks
		None		
Total on Roadway				
Total on Strs. 20' Span & Over				
Grand Total				

ADDITIONAL SCARIFYING, MIXING, ETC.

Sta. to Sta.	Length	Width	M.S.Y.	Remarks
		None		
Total on Roadway				
Total on Strs. 20' Span & Over				
Grand Total				

STABILIZED EARTH BASE COURSE-TYPE

Sta. to Sta.	Length	Width	Thickness	S.Y.	S.Y.	Type Stab. Agt.	Quant. of Stab. Agt.	Rate of Stab. Agt.	Addit. Stab. Agt.	Deduction Stab. Agt.	Brand of Stab. Agt.	Remarks
							None					
Total on Roadway												
Tot. on Strs. 20' Span & Over												
Grand Total												

BITUMINOUS SURFACE COURSE-TYPE

Sta. to Sta.	Length	Width	S.Y.	Tar Brand ___ Gals.	Tar Brand ___ Rate	Hot Asphalt Brand ___ Gals.	Hot Asphalt Brand ___ Rate	C.B. Asphalt Brand ___ Gals.	C.B. Asphalt Brand ___ Rate	Aggregate Brand ___ Tons Cse.	Aggregate Brand ___ Tons Fine	Remarks
							None					
Totals on Roadway												
Tot on Strs. 20' Span & Over												
Grand Totals												

CEMENT CONCRETE PAVEMENT

Sta. to Sta.	Length	Width	Thickness	S.Y.	S.Y.	S.Y.	Brand of Material Cement	Brand of Material Cse. Agg.	Brand of Material Fine Agg.	Mix	Water	Remarks
								None				
Totals on Roadway												
Totals on Strs. 20' Span & Over												
Grand Totals												

NOTES:

BOARDWAY 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"= 2½' OR 1"=10' DEEP).
(3) NOTE ON CROSS SECTIONS STATIONS OF GRADE POINTS AND BEGINNING AND ENDING OF DITCHES.
(4) SHOW AREAS AND YARDAGE 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 2FT. DEEP) SO THAT THE WIDTH IS NOT MORE THAN 30 TIMES THE DEPTH. ADJUST HORIZONTAL SCALE SO THAT WIDTH OF CROSS SECTION SHEET WILL NOT BE GREATER THAN WIDTH OF CROSS SECTION SHEET.
(4) SHOW ON EACH CROSS SECTION SHEET, NUMBER OF PIT, LOCATION CLASSIFICATION, OF MATERIAL, STATIONS WHERE USED, AND SHEET TOTAL.
(5) (a) (b) SAME AS (1) (3) (5) OF ROADWAY.
(7) INCLUDE COST OF HAUL ROAD, CROP DAMAGES ETC. IN COST OF PITS

DITCHES-(1) SHOW ON PLANS.
(2) TIE TO PROJECT DATUM.
(3) (a) (b) SAME AS (1) (3) (5) OF ROADWAY.

GENERAL NOTE:- SHOW ON EACH CROSS SECTION SHEET BOOK AND PAGE No. OF NOTES APPLICABLE TO IT.

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 TOTALED 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.

HMH-RAD 6-44

SHEET "C"

FED. AID PROJ. NO.	FED ROAD DIST NO.	STATE	COUNTY	DOCKET NO.	ROUTE NO	SHEET NO.	TOTAL SHEETS
	14	S.C.	CLARENDON	14.297	301	18A	63

REINFORCED CONC. BOX CULVERTS (Boadway)

Station	Length	Size	"B" Conc.	Steel	Exc. Str.	Piling	Remarks
				None			
Totals							

Brand of Cement _____ F. Bgg. _____ Csc. Bgg. _____ Mix. _____ Water _____

REINF. CONC. BOX CULV. (20 Ft. Span and Over)

Station	Length	Size	"B" Conc.	Steel	Exc. Str.	Piling	Remarks
				None			
Totals							

Brand of Cement _____ F. Bgg. _____ Csc. Bgg. _____ Mix. _____ Water _____

PIPE-TYPE _____ Brand _____ Reference _____

Station	15"	18"	24"	30"	36"	Type of Hdwl. Lt.	Type of Hdwl. Bt.	"B" Conc	Steel	Remarks
					None					
Totals										

Correct Plans & Profile to agree with above

PIPE-TYPE _____ Brand _____ Reference _____

Station	12"	15"	18"	24"	30"	36"				Remarks
					None					
Totals										

Correct Plans & Profile to agree with above - Show source of Reloid Pipe.

PIPE-TYPE _____ Reference _____

Station	12"	15"	18"	24"	30"	36"				Remarks
					None					
Totals										

Correct Plans & Profile to agree with above

RIP-RAP Brand Rion Reference Plan & Profile

Station	Tons	C.Y.	Remarks
Bridge No. 1	188.0	See	Sh. 3A
Bridge No. 3	209.1	"	"
Bridge No. 4	199.2	"	"
Totals	596.3		

OK mmh

Submit Freight Bills or Measurements

MISCELLANEOUS

	None	

Show on Plans and/or Profile where applicable

SIDEWALK - CURB AND GUTTER - DRIVEWAYS

Sheet No.	S.Y. 2½ Sidewlk	S.Y. 6" Sidewlk	S.Y. 6" D'way			Lin. Ft. Curb & G		Remarks
				None				
Totals								

Brand of Cement _____ F. Bgg. _____ Csc. Bgg. _____ Mix. _____ Water _____

Show Complete & Detailed Layout where Practicable

REMOVAL AND DISPOSAL OF OLD PAVEMENT ETC.

Sheet No.	S.Y. Old Pave.	S.Y. Old Swlk.	S.Y.	Lin. Ft. Old C&G			Remarks
				None			
Totals							

CATCH BASINS - DROP INLETS - MANHOLES

Sta	Side	Type of Catch B. 1	2	3	4	5	6	7	Drop Inlet 2'x2'	2'x3'	Man Holes	Adjusted C.B.	O.I.	M.H.	Remarks
									None						
Totals															Show on Plan & Profile

COMPLETE STATEMENT OF FORCE ACCOUNT WORK

Station	Date	Amount	Description
			None

ROADSIDE IMPROVEMENT

Sheet No.	S.Y. Planting Slopes & Shlds	C.Y. Sel. Material	C.Y. M. Overhaul (Sel. Mat.)	Fertilizer			Remarks
			None				
Totals							

Do not include Sel. Mat. & Overhaul on Preceding Sheet

LENGTH

Ending Station	437+50		
Begining Station	364+99A		
	72+50 L		
Equalities Plus/Minus			
Gross Length	37473	=	Miles
Exceptions	3512.6	=	Miles
Net Length	420.	=	Miles
Bridges	3140.7	= 0.58	Miles
Length of Roadway			

See Original Plans to determine what Constitutes an Exception to Length.

EQUALITIES

Station	= Station	Plus	Minus	
		None		
Totals				
Net Value				

Show on Plans, Profile and Cross Sections

EXCEPTIONS

Station	to Station	Exception to Grade (Lgth)	Exception to Surf. (Lgth)	Exception to Proj. (Lgth)	Nature of Exception	Remarks
368+75	370+55	180				Bridge
375+94	405+95	3001				Gap
411+24	413+44	120				Bridge
			None			
417+90	424+92	702				
430+60	431+80	120				Bridge
Totals						

Show on Plans, Profile and Cross Sections

RELOCATIONS

Sta to Sta	Reason
None	

Show on Plans Accurately

GRADE CHANGES

Sta to Sta	Reason
None	

Show on Plans Accurately

SUMMARY OF REIN. STEEL

	Lbs Roadway	Lbs 20' Span & Over
Box Culv.		
Headwalls		
Bridges		138,688
Totals		138,688

F.A. MARKERS - Nº PLATES

Station	Markers	Plates	
	None		
Totals			

MISCELLANEOUS

Concrete Tile Slope Drain

Bridge	No. 1	82.5 LF	See Plan & Profile
"	No. 3	86.0 LF	
"	No. 4	85.0 LF	
Total		253.5 LF	

Charge to Bridges

BRIDGE DEPARTMENT

SUMMARY OF FINAL CONSTRUCTION QUANTITIES

CLARENDON Sheet 18 B

DOCKET NO. 14.297

PIERS OR BENTS

ITEM	PLAN ELEVATION UPSTREAM	PLAN ELEVATION DNSTREAM	FINAL ELEVATION UPSTREAM	FINAL ELEVATION DNSTREAM	DIFFERENCE UPSTREAM	DIFFERENCE DNSTREAM	DRY EXCAVATION	WET EXCAVATION	ROCK EXCAVATION	TREATED TIMBER PILING	~~UNTREATED TIMBER PILING~~	~~REINFORCED CONC. PILING~~	STEEL H-PILING	CLASS "A-A" CONCRETE	CLASS "A" CONCRETE	CLASS "B" CONCRETE	REINFORCING STEEL	STRUCTURAL STEEL	TREATED STRUC. TIMBER	WELDING		REMARKS	SHEET REF.
						Bridge	No. 1				C.O.@ 40%	C.O.@ 25%											14E15
Bent #1										118.1	0.0	55.0			0.62		12.45						
" #2										151.4	11.8	9.9			1.69		38.35						
" #3										155.4	17.7	0.0			1.84		42.00						
" #4										132.2	8.6	12.2			1.84		42.00						
" #5										150.4	13.1	9.5			1.66	I don't	37.20						
" #6										158.0	8.2	6.9			1.84	know	42.00						
" #7										138.3	5.2	12.0			1.84	how he	42.00						
" #8										119.3	14.0	0.0			1.84	got	42.00						
" #9										139.5	6.5	7.0			1.66	those.	37.20						
" #10										122.2	10.3	0.0			1.84		42.00						
" #11										124.6	8.7	0.0			1.84		42.00						
" #12										117.0	8.8	6.3			1.68		38.35						
" #13										105.6	5.3	21.1			0.62		12.45						
Total (Bridge No. 1)										1732.0	118.2	139.9			20.81	This is Plan for encasements	470.00					← GKB said accept R.E.'s concrete and steel on encasements — They are Plan.	
																Notes show approx. 21.07 c.y. poured. Pour sheet shows 21.1 c.y. (Rounded off).							
TOTAL												See sheet 18C											

SUPERSTRUCTURE

Conc. Tile Slope Drains

ITEM	PLAN QUANTITIES CONCRETE	PLAN QUANTITIES REIN. STEEL	PLAN QUANTITIES STRUC. STEEL	CONCRETE	REINFORCING STEEL	STRUCTURAL STEEL (LBS.)	STRUCTURAL STEEL (L.S.)	~~TREATED~~ STRUC. TIMBER	UNTREATED STRUC. TIMBER	WELDING	HARDWARE	WATER PROOFING	Treated Timber Piling	C.O.@ 40%	C.O.@ 25%	REMARKS	SHEET REF.
2 End Slabs (Unit)	169.43	39393		169.43	39393												
1 Int. Slab (Unit)	84.76	19425		84.76	19425												
Flared Curbs	1.86			1.86	21 ← (C.+G. Support)			82.5									
Total Superstructure (Conc.)	256.05	58818		256.05	58839 / 58818			82.5									
Total Substructure (Conc.)	20.81	470		20.81	470								1732.0	118.2	139.9		
Grand Total Bridge No. 1	276.86	59288		276.86	59309 / 59288			82.5					1732.0	118.2	139.9		
TOTAL								See Sheet No. 18C									

WBB

BRIDGE DEPARTMENT

SUMMARY OF FINAL CONSTRUCTION QUANTITIES

CLARENDON Sheet 18c

DOCKET NO. 14.297

PIERS OR BENTS

ITEM	PLAN ELEVATION UPSTREAM	PLAN ELEVATION DNSTREAM	FINAL ELEVATION UPSTREAM	FINAL ELEVATION DNSTREAM	DIFFERENCE UPSTREAM	DIFFERENCE DNSTREAM	DRY EXCAVATION	WET EXCAVATION	ROCK EXCAVATION	TREATED TIMBER PILING	UNTREATED TIMBER PILING	REINFORCED CONC. PILING	STEEL H-PILING	CLASS "A-A" CONCRETE	CLASS "A" CONCRETE	CLASS "B" CONCRETE	REINFORCING STEEL	STRUCTURAL STEEL	TREATED STRUC. TIMBER	WELDING		REMARKS	SHEET REF.
								Bridge	#3		C.O.@40%	C.O.@25%											14-16
Bent #1										133.9	4.0	24.1			0.62		12.45						
" #2										130.9	5.3	17.1			1.69		38.35						
" #3										154.9	10.4	6.8			1.84		42.00						
" #4										157.7	15.9	0.0			1.84		42.00						
" #5										157.7	15.4	0.0			1.66		37.40						
" #6										151.3	9.0	12.9			1.84		42.00						
" #7										132.9	1.8	10.1			1.84		42.00						
" #8										133.7	2.9	7.5			1.69		38.35						
" #9										121.9	10.5	0.0			0.62		12.45						
Total (Bridge No.3)										1274.9	75.2	78.5		PLAN →	13.64	Notebook 13.80	307.00 ℄	PLAN					
								Bridge	#4														
Bent #1										116.4	8.9	9.0			0.62		12.45						
" #2										106.3	8.1	15.2			1.69		38.35						
" #3										125.7	8.0	0.0			1.84		42.00						
" #4										118.3	14.3	0.0			1.84		42.00						
" #5										119.9	12.2	0.0			1.66		37.40						
" #6										125.1	7.9	0.0			1.84		42.00						
" #7										119.0	13.9	0.0			1.84		42.00						
" #8										124.2	9.5	0.0			1.69		38.35						
" #9										124.7	8.0	0.0			0.62		12.45						
Total (Bridge No.4)										1079.6	90.8	24.3		PLAN →	13.64	Notebook 13.86	307.00 ℄	PLAN					
TOTAL																							

GKB said accept R.E.'s concrete and steel on encasements - They are plan.

SUPERSTRUCTURE

ITEM	PLAN QUANTITIES CONCRETE	PLAN QUANTITIES REIN. STEEL	PLAN QUANTITIES STRUC. STEEL	CONCRETE	REINFORCING STEEL	STRUCTURAL STEEL (LBS.)	STRUCTURAL STEEL (L.S.)	Conc. Tile Slope Drains TREATED STRUC. TIMBER	UNTREATED STRUC. TIMBER	WELDING	HARDWARE	WATER PROOFING	Treated Timber Piling	C.O.@40%	C.O.@25%	REMARKS	SHEET REF.
			Bridge No. 3														
2 End Slabs U.M.	169.43	39393		169.43	39393												
Flared Curbs	1.86			1.86	21 ← (C.&G.)			80									
Total Superstructure	171.29	39393		171.29	39414 39393			86									
Total Substructure	13.64	307		13.64	307								1274.9	75.2	78.5		
Grand Total Bridge No.3	184.93	39700		184.93	39721 39700			86					1274.9	75.2	78.5		
	UNITS		Bridge No. 4														
2 End Slabs	169.43	39393		169.43	39393												
Flared Curbs	1.86			1.86	21 ← (C.&G.)			85									
Total Superstructure	171.29	39393		171.29	39414 39393			85									
Total Substructure	13.64	307		13.64	307								1079.6	90.8	24.3		
Grand Total Bridge No.4	184.93	39700		184.93	39721 39700			85					1079.6	90.8	24.3		
Bridge No.1	276.86	59288		276.86	59288 309			82.5					1732.0	118.2	139.9		
Bridge No.3	184.93	39700		184.93	39700 21			86					1274.9	75.2	78.5		
TOTAL	646.72	138,688		646.72	138,688			253.5					4086.5	284.2	242.7		

Docket 138,751

WBB

Detour 14.24 (Bridge No. 1)

Form 601
STATIONS REVISED

EARTHWORK COMPUTATION SHEET
S. C. STATE HIGHWAY DEPARTMENT

SHEET No. ... OF ...
F. A. PROJECT No. ...
COUNTY ...

ORIGINAL, E. A. & D. BY ... CHECKED BY ... DATES ...
ORIGINAL, D. E. A. & V. BY ... CHECKED BY ... DATES ...
REVISED E. A. & D. BY ... CHECKED BY ... DATES ...
REVISED D. E. A. & V. BY ... CHECKED BY ... DATES ...
BALANCED TOTALS BY ... SHEET TOTALS BY ... DATES ...

EXCAVATION							EMBANKMENT					
STATION	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED STATION	BALANCED CUT	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED FILL	BALANCED F+10%
363+50	3	(E.A.)	—	—			0	—	—	—		
+10 C=0	0											
364	—	3	20	1			10	10	50	9		
+50						From Borrow Pit No. 2	6	16		15		
365							30	36		33		
+50							74	104		96		
366							95	169		157		
+50							132	227		210		
367					R'way	1	134	266	50	246	1402	R'way
368					Bor*	1596	112	246	100	456	195	+13.88%
369					368+42.9	1597	115	227	100	420 +180 +240	1597	Total
+49.25	(E.A.)						107	222	49.25	202		
Bridge Exception												
370+12.25	(E.A.)					From Borrow Pit No. 1	111	—	—	—		
371							85	196	87.75	319		
372							85	170	100	315		
373							89	174	100	322		
374							118	207	100	383		
+50							120	238	50	220		
375							129	249		231		
+50							134	263		244		
+25 C=0 376	3	3	25	1			100	234		217		
+50	2	5	50	5		**	55	155		144		
377	2	4	50	4	R'way	25*	14	69		64	2930	R'way
+50	7	9	50	8	Bor	3311*	9	23		21	406	+13.85%
378	0	7	50	7	378+00	3336	0	9	50	8	3336	Total
SHEET TOTAL				26 ✓						4332	✓	
ACC. TOTAL												

Detour 14.297 Bridge #3

Form 601
STATIONS REVISED

EARTHWORK COMPUTATION SHEET
S. C. STATE HIGHWAY DEPARTMENT

SHEET No. ... OF ...
F. A. PROJECT No. ...
COUNTY ...

ORIGINAL, E. A. & D. BY ... CHECKED BY ... DATES ...
ORIGINAL, D. E. A. & V. BY ... CHECKED BY ... DATES ...
REVISED E. A. & D. BY ... CHECKED BY ... DATES ...
REVISED D. E. A. & V. BY ... CHECKED BY ... DATES ...
BALANCED TOTALS BY ... SHEET TOTALS BY ... DATES ...

EXCAVATION							EMBANKMENT					
STATION	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED STATION	BALANCED CUT	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED FILL	BALANCED F+10%
404+75	—	—	—	—			0	—	—	—		
405							26	26	25	12		
+50							62	88	50	81		
406							103	165		153		
+50							117	220		204		
407							106	223		207		
+50							103	209		194		
408					R'way	0	90	193	50	179	1373	R'way
409					Bor.	1563*	80	170	100	315	190	+13.85%
410					409+10	1563	74	154	100	285 28	1563	Total
411							65	139	100	257		
+53.75	(E.A.)						82	147	53.75	146		
Bridge	Exception											
412+00.75	(E.A.)						81	—	—	—		
413							90	171	99.25	314		
414							95	185	100	343		
415							93	188	100	348		
+50							103	196	50	181		
416							121	224		207		
+50							134	255		236		
417							140	274		254		
+50							118	258		239		
418					R'way	0	60	178		165	3077	R'way
+50					Bor	3503*	68	128	50	119	426	+13.85%
+75					418+75	3503	0	68	25	31	3503	Total
SHEET TOTAL										4470	✓	
ACC. TOTAL												

*From Borrow Pit No. 1

Detour Bridge No. 4 - 14.297

Form 601
STATIONS REVISED

EARTHWORK COMPUTATION SHEET
S. C. STATE HIGHWAY DEPARTMENT

SHEET No. ..... OF .....
F. A. PROJECT No. .....
COUNTY .....

ORIGINAL, E. A. & D. BY ..... CHECKED BY ..... DATES .....
ORIGINAL, D. E. A. & V. BY ..... CHECKED BY ..... DATES .....
REVISED E. A. & D. BY ..... CHECKED BY ..... DATES .....
REVISED D. E. A. & V. BY ..... CHECKED BY ..... DATES .....
BALANCED TOTALS BY ..... SHEET TOTALS BY ..... DATES .....

EXCAVATION							EMBANKMENT					
STATION	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED STATION	BALANCED CUT	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED FILL	BALANCED F+10%
423+50	(F.A)						6	—	—	—		
424							21	27	50	25		
+50							70	91		84		
425							176	246		228		
+50							196	372		344		
426							178	374		346		
+50							120	298		276		
427							101	221		205		
+50							95	196		181		
428							93	188	50	174 ✓		
429							83	176	100	326		
430							77	160	100	296		
+89.25	(F.A.)						84	161	89.25	266		
Bridge Exception												
431+22.25	(F.A.)						85	—	—	—		
432							87	172	77.75	248		
433							85	172	100	319		
434					R'way	0	67	152	100	281	3800	R'way
435					Bor	4349*	21	88	100	163	549	+14.44%
+50	—				435+50	4349	20	41	50	38.38	4349	Total
436 +50=0	0 3	3	25	1			15	35		32		
+50	2	5	50	5			20	35		32		
437	2	4	50	4			27	47		44		
+50	7	9	50	8	R'way	42	19	46		43	190	R'Way
438	12	19	50	18	Bor	175*	16	35	50	32	27	+14.44%
+25	0	12	25	6	438+25	217	0	16	25	7	217	Total
SHEET TOTAL				42 ✓						3990	✓	
ACC. TOTAL												

* From Borrow Pit No. 1

Approach Bridge No. 1 14.297

Form 21
STATIONS REVISED

EARTHWORK COMPUTATION SHEET
S. C. STATE HIGHWAY DEPARTMENT

SHEET No. 1 OF
F. A. PROJECT No.
COUNTY

ORIGINAL E. A. & D. BY
ORIGINAL D. E. A. & V. BY
REVISED E. A. & D. BY
REVISED D. E. A. & V. BY
BALANCED TOTALS BY

CHECKED BY — DATES
CHECKED BY — DATES
CHECKED BY — DATES
CHECKED BY — DATES
SHEET TOTALS BY — DATES

EXCAVATION							EMBANKMENT					
STATION	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED STATION	BALANCED CUT	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED FILL	BALANCED F+10%
364+99.4	24	F.A.					6	F.A.				
365+50	30	54	50.6	51			4	10	50.6	9		
366	10	40	50	37			45	49	50	45		
366+29 C=0 +50	0	10	20	4			84	129		119		
367							108	192		178		
+50						2A	122	230		213		
368						No.	161	283		262		
+50						Pit	166	327	50	303		
+75						Borrow	157	323	25	150		
+96.6						From	0	157	21.6	63		
370+33.4		—					0	—	—			
+55							195	195	21.6	78		
371							182	377	45	314		
372						*	171	353	100	654		
373							105	276		511		
374 +70 C=0	0 9	9	30	5	R'way	234	77	182		337	3597	R'way
375	22	31	100	57	Bor.	3534*	51	128	100	237	171	+04.75%
+94.0 (F.A.)	24	46	94	80	375+94.0	3768	20	71	94	124	3768	Total
SHEET TOTAL				234 ✓						3597 ✓	✓	
ACC. TOTAL				234						3597		

Approach Bridge #3, 14.297

Form 201
STATIONS REVISED

EARTHWORK COMPUTATION SHEET
S. C. STATE HIGHWAY DEPARTMENT

SHEET No. 1 OF 1
F. A. PROJECT No.
COUNTY

ORIGINAL E. A. & D. BY ..... CHECKED BY ..... DATES .....
ORIGINAL D. E. A. & V. BY ..... CHECKED BY ..... DATES .....
REVISED E. A. & D. BY ..... CHECKED BY ..... DATES .....
REVISED D. E. A. & V. BY ..... CHECKED BY ..... DATES .....
BALANCED TOTALS BY ..... SHEET TOTALS BY ..... DATES .....

EXCAVATION							EMBANKMENT					
STATION	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED STATION	BALANCED CUT	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED FILL	BALANCED F+10%
405+95	25	(F.A.)					13	(F.A.)				
406	19	44	05	4			22	35	05	3		
407	26	45	100	83			24	46	100	85		
408	16	42	100	79			32	56	|	104		
+80 C.F. 409	0	16	80	24			68	100	|	185		
410							106	174	|	322		
411							338	444	100	822		
+24							396	734	24	326		
+45.6							0	396	21.6	158		
412+22A							0	—	—			
+44							380	380	21.6	152		
413							122	502	56	521		
414							82	204	100	378		
415							35	117	|	217		
+35 C.F. 416	0 10	10	65	12	R'way	332	32	67	|	124	3535	R'way
417	25	35	100	65	Bor	3371 *	21	53	100	98	168	+04.75%
+76 (F.A.)	25	50	70	65	417+70.0	3703	10	31	70	40	3703	Total
SHEET TOTAL				332 ✓						3535 ✓		
ACC. TOTAL				332 ✓						3535 ✓		

* From Borrow Pit No. 4

Approach Bridge No. 4 - 14.297

Form 601
STATIONS REVISED

EARTHWORK COMPUTATION SHEET
S. C. STATE HIGHWAY DEPARTMENT

SHEET No. 1 OF 1
F. A. PROJECT No.
COUNTY

ORIGINAL E. A. & D. BY ____ CHECKED BY ____ DATES ____
ORIGINAL D. E. A. & V. BY ____ CHECKED BY ____ DATES ____
REVISED E. A. & D. BY ____ CHECKED BY ____ DATES ____
REVISED D. E. A. & V. BY ____ CHECKED BY ____ DATES ____
BALANCED TOTALS BY ____ SHEET TOTALS BY ____ DATES ____

EXCAVATION							EMBANKMENT					
STATION	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED STATION	BALANCED CUT	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED FILL	BALANCED F+10%
424+92	20	F.A.					60	F.A.				
425	24	44	08	7			23	83	08	12		
+50	24	48	50	44			10	33	50	31		
426	25	49		45			15	25		23		
+50	22	47		44			30	45		42		
427	11	33		31			43	73		68		
+50	2	13	50	12			43	86		80		
+89.6=0 428	0	2	30	1			63	106		98		
+50							83	146		135		
429							117	200		185		
+50							138	255		236		
430					P'way	184	160	298	50	276	1725	P'way
+60					Bor	1623*	240	400	60	444	82	to 4.75%
+81.4					430+81.4	1807	0	240	21.4	95	1807	Total
431+58.4							0	—	—			
+80							212	212	21.6	85		
432							164	376	20	139		
+50							129	293	50	271		
433							119	248		230		
+50							90	209		194		
434							59	149		138		
+50							32	91		84		
435	0	—	—				22	54		50		
+50	12	12	50	11			14	36		33		
436	23	35		32			7	21	50	19		
+25 F=0 +50	42	65		60	P'way	258	0	7	25	3	1246	P'way
437	43	85		79	Bor	1047					59	to 4.75%
+50 (F.A.)	39	82	50	76	437+50	1305					1305	Total
SHEET TOTAL				442						2971		
ACC. TOTAL				442						2971		

14.297

BORROW PIT NO. 1
800' Rt. Sta. 437+40

Form 601
STATIONS REVISED

EARTHWORK COMPUTATION SHEET
S. C. STATE HIGHWAY DEPARTMENT

SHEET No. ..... OF .....
F. A. PROJECT No. .....
COUNTY .....

ORIGINAL E. A. & D. BY ..... CHECKED BY ..... DATES .....
ORIGINAL D. E. A. & V. BY ..... CHECKED BY ..... DATES .....
REVISED E. A. & D. BY ..... CHECKED BY ..... DATES .....
REVISED D. E. A. & V. BY ..... CHECKED BY ..... DATES .....
BALANCED TOTALS BY ..... SHEET TOTALS BY ..... DATES .....

EXCAVATION							EMBANKMENT					
STATION	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED STATION	BALANCED CUT	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED FILL	BALANCED F+10%
0+15	0	—	—	—								
+23	581	581	8	86								
+30	779	1360	7	176								
+35	644	1423	5	132								
+50	675	1319	15	366								
+60	662	1337	10	248								
+68	873	1535	8	227								
+75	916	1789	7	232								
1+00	958	1874	25	868								
+50	946	1904	50	1763								
2	960	1906		1765								
+50	905	1865		1727								
3	835	1740		1611								
+50	778	1613		1494								
4	750	1528	50	1415								
+25	624	1374	25	~~656~~	679							
+50	684	1308	25	~~606~~	648							
+59	481	1165	9	194								
+68	0	481	9	80								
				~~13711~~								
				~~13606~~	Gross Total							
				725	C.Y. Hauled away from Docket (No Pay)							
				~~12901~~	Net Pay Quantity							
				12986								
SHEET TOTAL												
ACC. TOTAL												

14-297

BORROW PIT NO. 2
300' Rt. Sta. 437+40

Form 601
STATIONS REVISED

EARTHWORK COMPUTATION SHEET
S. C. STATE HIGHWAY DEPARTMENT

SHEET No. ..... OF .....
F. A. PROJECT No. .....
COUNTY .....

ORIGINAL E. A. & D. BY ..... CHECKED BY ..... DATES .....
ORIGINAL D. E. A. & V. BY ..... CHECKED BY ..... DATES .....
REVISED E. A. & D. BY ..... CHECKED BY ..... DATES .....
REVISED D. E. A. & V. BY ..... CHECKED BY ..... DATES .....
BALANCED TOTALS BY ..... SHEET TOTALS BY ..... DATES .....

EXCAVATION							EMBANKMENT					
STATION	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED STATION	BALANCED CUT	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED FILL	BALANCED F+10%
0+05	0	—	—	—								
+12	800	800	7	104								
+25	714	1514	13	365								
+50	156	870	25	403								
+75	234	390		181								
1+00	167	401		186								
+25	146	313		145								
+50	115	261	25	121								
+60	131	246	10	46								
+65	82	213	5	20								
+75	3	85	10	16								
+82	38	41	7	5								
+87	0	38	5	4								
				1596		C.Y. Pay Quantity						
SHEET TOTAL				1596		Borrow						
ACC. TOTAL												

Borrow Pit No. 2A 400' Rt. Sta. 437+50

Form 601
STATIONS REVISED

EARTHWORK COMPUTATION SHEET
S. C. STATE HIGHWAY DEPARTMENT

SHEET No. ..... OF .....
F. A. PROJECT No. .....
COUNTY .....

ORIGINAL E. A. & D. BY ..... CHECKED BY ..... DATES .....
ORIGINAL D. E. A. & V. BY ..... CHECKED BY ..... DATES .....
REVISED E. A. & D. BY ..... CHECKED BY ..... DATES .....
REVISED D. E. A. & V. BY ..... CHECKED BY ..... DATES .....
BALANCED TOTALS BY ..... SHEET TOTALS BY ..... DATES .....

EXCAVATION							EMBANKMENT					
STATION	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED STATION	BALANCED CUT	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED FILL	BALANCED F+10%
0+00	0	—	—	—								
+10	1011	1011	10	187								
+50	1005	2016	40	1493								
1	929	1934	50	1791								
+50	925	1854	50	1717								
+75	862	1787	25	827								
+85	759	1621	10	300								
2	683	1442	15	401								
+40	667	1350	40	1000								
+50	536	1203	10	223								
3	537	1073	50	994								
+25	566	1103	25	511								
+50	497	1063	25	492								
+70	306	803	20	297								
+80	207	513	10	95								
+90	121	328	10	~~47~~	61							
4+00	0	121	10	22								
				~~10,417~~ 10411								
				160	C.Y.	Filling Washes on Detours (No Pay)						
			10751	~~10,257~~	C.Y.	Pay Quantity						
				682	C.Y.	Shoulder Material						
				~~9575~~	C.Y.	Borrow						
				9569								
SHEET TOTAL				10,417 ✓								
ACC. TOTAL												

— Sand Clay P.I. No. 1 14.297 —

Form 601
STATIONS REVISED

EARTHWORK COMPUTATION SHEET
S. C. STATE HIGHWAY DEPARTMENT

SHEET No. 1 OF 1
F. A. PROJECT No.
COUNTY

ORIGINAL, E. A. & D. BY ..... CHECKED BY ..... DATES .....
ORIGINAL, D. E. A. & V. BY ..... CHECKED BY ..... DATES .....
REVISED E. A. & D. BY ..... CHECKED BY ..... DATES .....
REVISED D. E. A. & V. BY ..... CHECKED BY ..... DATES .....
BALANCED TOTALS BY ..... SHEET TOTALS BY ..... DATES .....

EXCAVATION							EMBANKMENT					
STATION	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED STATION	BALANCED CUT	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED FILL	BALANCED F+10%
0/53	0											
+65	1484	1484	12	330								
1	1684	3168	35	2053								
+50	1444	3128	50	2897								
+75	1253	2697	25	1249								
+90	1149	2402	15	667								
+95	1160	2309	05	214								
2	1124	2284	05	212								
+07	1093	2217	07	287								
+18	856	1949	11	397								
+30	0	856	12	190								
				8496								
				216	C.Y. to Maintenance							
				8280								
				812	C.Y. to Replace Washed Fills on Detours							
				7468	Net Pay Quantity							
SHEET TOTAL				8496								
ACC. TOTAL												

14.297 Bridge #1

Form 601
STATIONS REVISED

EARTHWORK COMPUTATION SHEET
S. C. STATE HIGHWAY DEPARTMENT

SHEET No. 1 OF 1
F. A. PROJECT No.
COUNTY

ORIGINAL, E. A. & D. BY ..... CHECKED BY ..... DATES .....
ORIGINAL, D. E. A. & V. BY ..... CHECKED BY ..... DATES .....
REVISED E. A. & D. BY ..... CHECKED BY ..... DATES .....
REVISED D. E. A. & V. BY ..... CHECKED BY ..... DATES .....
BALANCED TOTALS BY ..... SHEET TOTALS BY ..... DATES .....

EXCAVATION							EMBANKMENT					
STATION	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED STATION	BALANCED CUT	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED FILL	BALANCED F+10%
368+75	0	—	—	—								
+96.6	246	246	21.6	98								
369	274	520	3.4	33								
+24	241.6 & 2.0	515	24	229								
370	71	73	76	103								
+33.4	155	226	33.4	140								
+38	186.8 & 2.6	341	4.6	29								
+55	0	246	17	77								
Bridge No. 1 Total				709 ✓								
			Bridge No. 3									
411+40	0	—	—	—								
+45.6	130	130	5.6	13								
412	126	256	54.4	258								
+22.4	133	259	22.4	107								
+28.0	0	133	5.6	14								
Bridge No. 3 Total				392 ✓								
			Bridge No. 4									
430+60	0	—	—	—								
+81.4	72	72	21.4	29								
431	4	76	18.6	26								
+58.4	118	122	58.4	132								
+80	0	118	21.6	47								
Bridge No 4 Total				234 ✓								
SHEET TOTAL				1335 ✓								
ACC. TOTAL				1335 ✓								

Grade Changes on Detour Dk. 14.297

Form 601
STATIONS REVISED .
0.3 off

EARTHWORK COMPUTATION SHEET
S. C. STATE HIGHWAY DEPARTMENT

SHEET No. 1 OF 1
F. A. PROJECT No. F-330 (4)
COUNTY Clarendon

ORIGINAL E. A. & D. BY R.M.F. — CHECKED BY ____ — DATES ____
ORIGINAL D. E. A. & V. BY ____ — CHECKED BY ____ — DATES ____
REVISED E. A. & D. BY ____ — CHECKED BY ____ — DATES ____
REVISED D. E. A. & V. BY ____ — CHECKED BY ____ — DATES ____
BALANCED TOTALS BY ____ — SHEET TOTALS BY ____ — DATES ____

EXCAVATION FINISHED GRADE							EMBANKMENT					
STATION	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED STATION	BALANCED CUT	END AREA	DOUBLE END AREA	DISTANCE	VOLUME	BALANCED FILL	BALANCED F+10%
365	P.C.	191.38	-00	191.38			P.C. 0.00%	↑				
+50		190.82	-06	190.76		414		186.20	+00	186.20		
366	PI. V.C. 200' A -1.12%	190.26	-23	190.03	⑧ C 2275	+50		186.20	+04	186.24		
+50		189.24	-06	189.18		415	PI V.C. 200' A +0.65%	186.20	+16	186.36	⑧ C 1625	
367	PRC -2.03%	188.23	-+00	188.23		+50		186.52	+04	186.56		
+50		187.22	+13	187.35		416	PRC +0.65%	186.85	+-00	186.85		
368	PI V.C. 200' A	186.20	+51	186.71	⑧ C 5075	+50	PI V.C. 200' A	187.17	-04	187.13		
+50		186.20	+13	186.33		417		187.50	-16	187.34	⑧ C 1625	
369	PT 200' V.C. -0.00%	186.20	+00	186.20		+50	PT 200' V.C. 0.00%	187.50	-04	187.46		
↕		↕				418		187.50	-00	187.50		
372	PC	186.20	+00	186.20				↕				
+50		186.20	+04	186.24								
373	PI V.C. 200' A +0.65%	186.20	+16	186.36	⑧ C 1625	425	PC	187.50	-00	187.50		
+50		186.52	+04	186.56		+50	PI V.C. 200' A -0.65%	187.50	-04	187.46		
374	PRC	186.85	+-00	186.85		426		187.50	-16	187.34	⑧ C 1625	
+50		187.17	-04	187.13		+50		187.18	-04	187.14		
375	PI V.C. 200' A	187.50	-16	187.34	⑧ C 1625	427	PRC -0.65%	186.85	-+00	186.85		
+50		187.50	-04	187.46		+50		186.53	+04	186.57		
376	PT 200' V.C. 0.00%	187.50	-00	187.50		428	PI V.C. 200' A	186.20	+16	186.36	⑧ C 1625	
						+50		186.20	+04	186.24		
						429	PT	186.20	+00	186.20		
405+50	PC	187.50	-00	187.50				↕				
406		187.50	-04	187.46		433	0.00%	186.20				
+50	PI V.C. 200' A	187.50	-16	187.34	⑧ C 1625	+38.8	PC	186.20	+00	186.20		
407		187.18	-04	187.14		+50		186.20	+01	186.21		
+50	PRC -0.65%	186.85	-+00	186.85		434		186.20	+15	186.35		
408		186.53	+04	186.57		+38.8	PI V.C. 200' A	186.20	+41	186.61	⑧ C 4125	
+50	PI V.C. 200' A	186.20	+16	186.36	⑧ C 1625	+50		186.38	+33	186.71		
409		186.20	+04	186.24		435		187.21	+06	187.27		
+50	PT 200' V.C. 0.00%	186.20	+00	186.20		+38.8	PT	187.85	+00	187.85		
						+50	1.65%	188.03				
						436		188.86				
		↓				+50	+1.65%	189.69				
SHEET TOTAL						437		190.52				
ACC. TOTAL						+50		191.35				

3646
5517
8112
725

Detours

Final Fill	Orig Fill	
4332	4271	No. 1
4450	5152	No. 3
3990	3581	No.
12772 + 14% = 14560	13,004 + 40% = 18206	

— 3646 Cy

725 Detour Not
812

4/725
181 load

Bridges approaches

Final Fill	Orig Fill	
3597	3769	No 1
3535	4072	No 3
2971	3659	No 4
10103 + 4.75% = 10583	11,500 + 40% = 16,100	

−5517 cy

38000
.95
28,500

CROSS SECTIONS

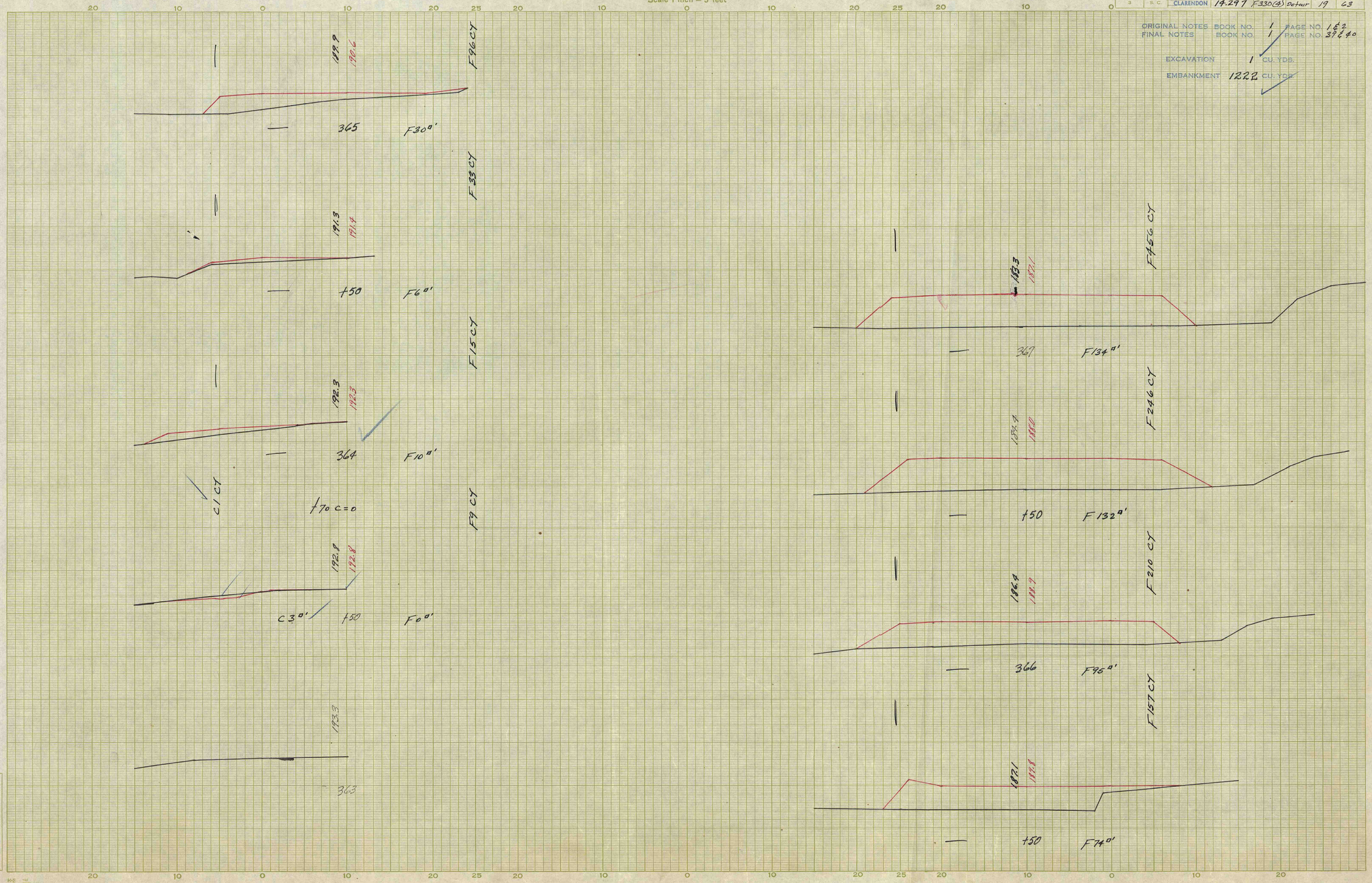
Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	~~ROUTE~~ NO. 1	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F330(4)	Detour	19	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 1 & 2
FINAL NOTES BOOK NO. 1 PAGE NO. 39 & 40

EXCAVATION 1 CU. YDS.

EMBANKMENT 1222 CU. YDS.



Ground Surface Platted by R.C.M.
" " Checked by R.C.M.
Template Sections Platted by R.C.M.
" " Checked by R.C.M.
Areas by R.C.
" Checked by JBL
Template Sections Revised by
" " Checked by
Final Areas by
" " Checked by
Quantities Transferred and Inked by

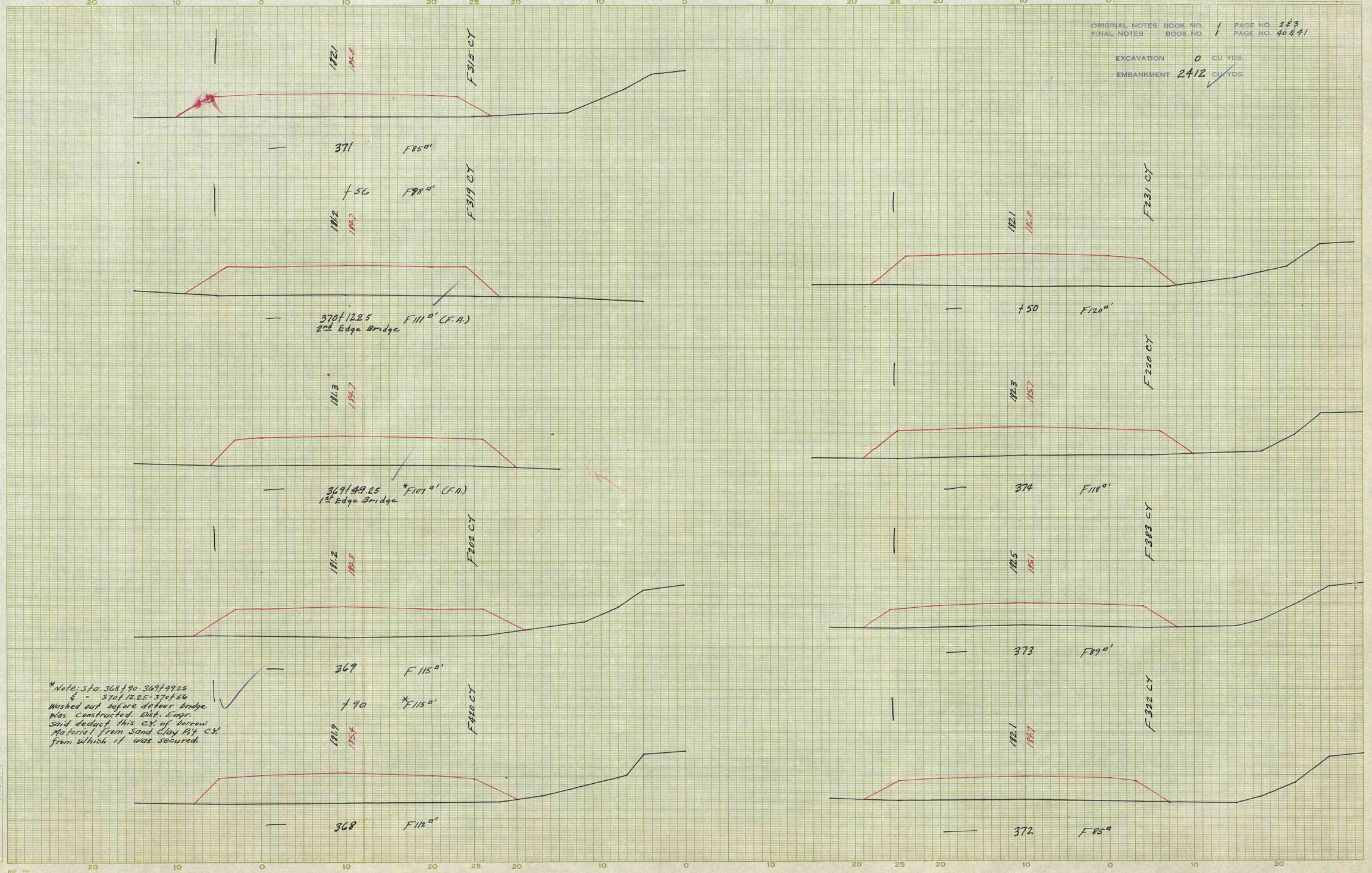
CROSS SECTIONS

Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	~~SCALE~~ NO. 1	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	Detour	20	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 2 & 3
FINAL NOTES BOOK NO. 1 PAGE NO. 40 & 41

EXCAVATION 0 CU. YDS.
EMBANKMENT 2412 CU. YDS.



*Note: Sta. 368+90-369+49.25
& " 370+12.25-370+56
Washed out before detour bridge
Was constructed. Dist. Engr.
said deduct this C.Y. of borrow
Material from Sand Clay Pit C.Y.
from which it was secured.

Ground Surface Platted by R.C.M.
" " Checked by R.C.M.
Template Sections Platted by R.C.M.
" " Checked by R.C.M.
Areas by R.C.
" Checked by H.L.S.
Template Sections Revised by
" " Checked by
Final Areas by
" " Checked by
Quantities Transferred and Inked by

CROSS SECTIONS

Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	Detour 1	21	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 3E4
FINAL NOTES BOOK NO. 1 PAGE NO. 41E42

EXCAVATION ~~25~~ 20 CU. YDS.

EMBANKMENT 698 CU. YDS.



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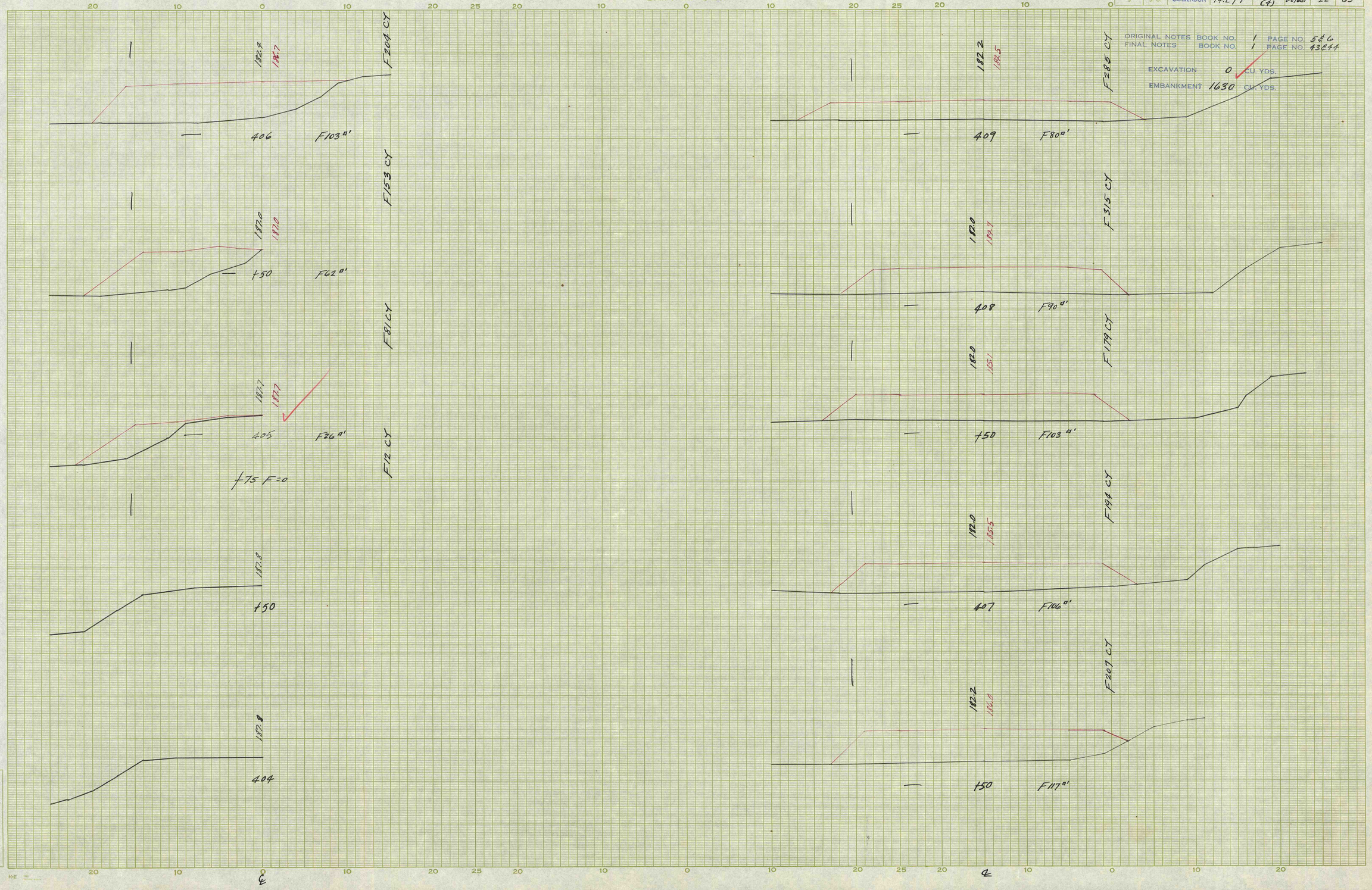
CROSS SECTIONS

Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	~~ROUTE NO.~~ 3	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330 (4)	Detour	22	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 5 & 6
FINAL NOTES BOOK NO. 1 PAGE NO. 43 & 44

EXCAVATION 0 CU. YDS.
EMBANKMENT 1630 CU. YDS.



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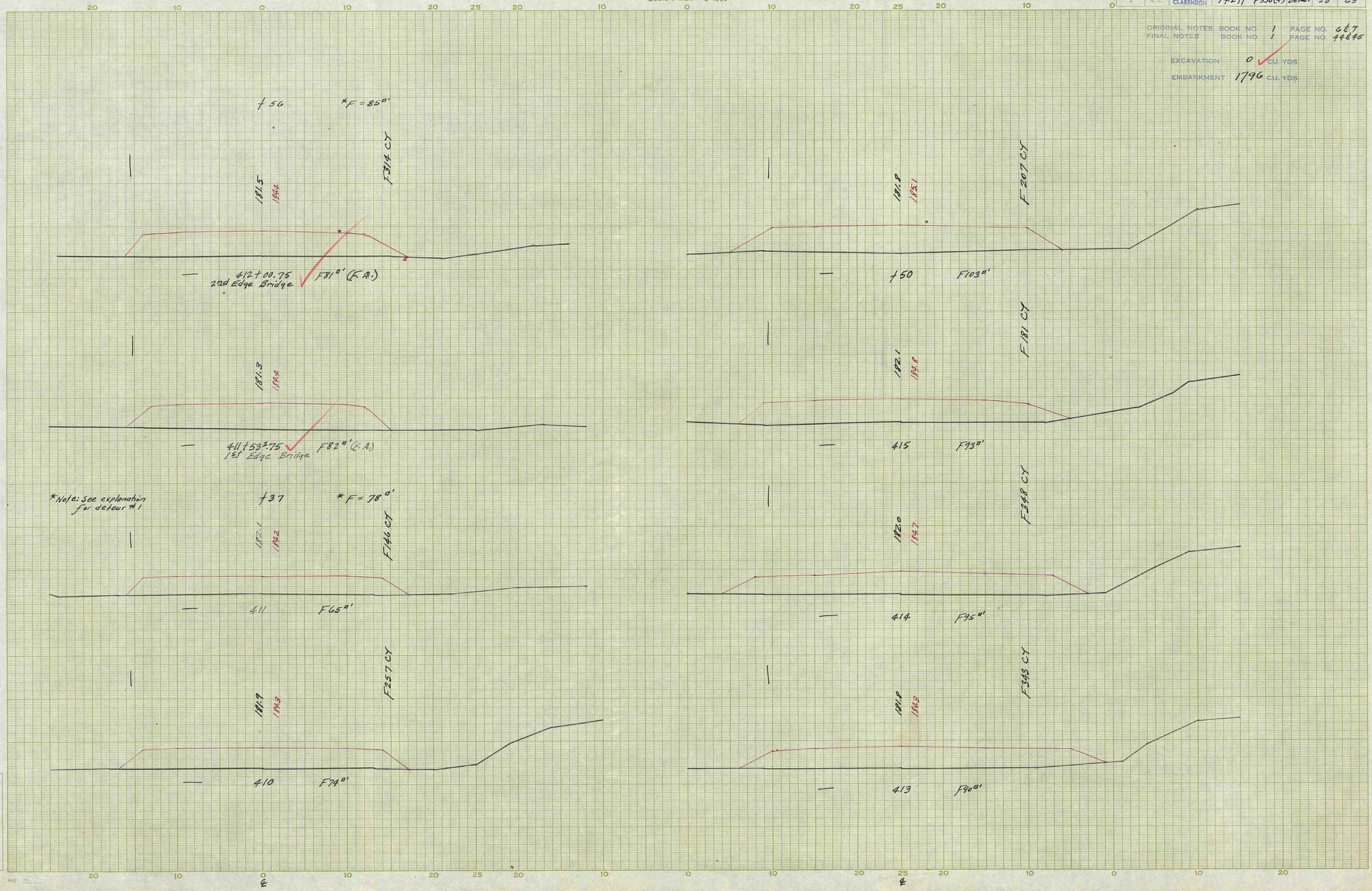
CROSS SECTIONS

Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	~~ROUTE~~ NO. 3	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14297	F330(4)	Detour	23	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 6 & 7
FINAL NOTES BOOK NO. 1 PAGE NO. 44 & 45

EXCAVATION 0 CU. YDS.
EMBANKMENT 1796 CU. YDS.



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CROSS SECTIONS

Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	NO. 3	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14297	F-330(4)	Detour	24	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 78
FINAL NOTES BOOK NO. 1 PAGE NO. 45846

EXCAVATION 0 CU. YDS.
EMBANKMENT 1044 CU. YDS.

20 10 0 10 20 25 20 10 0 10 20 25 20 10 0

182.1
186.8
F165 CY
450
F118.0'

181.8
186.2
F239 CY
417
F140.0'

181.6
450

181.7
419

181.6
186.5
F254 CY
450
F134.0'

182.3
185.5
F236 CY
416
F121.0'

f75 F=0

183.5
187.6
F31 CY
450
F68.0'

186.9
187.0
F119 CY
418
F60.0'

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30 20 10 0 10 15 20 10 0 10 20 15 20 10 0 10 20 30

CROSS SECTIONS

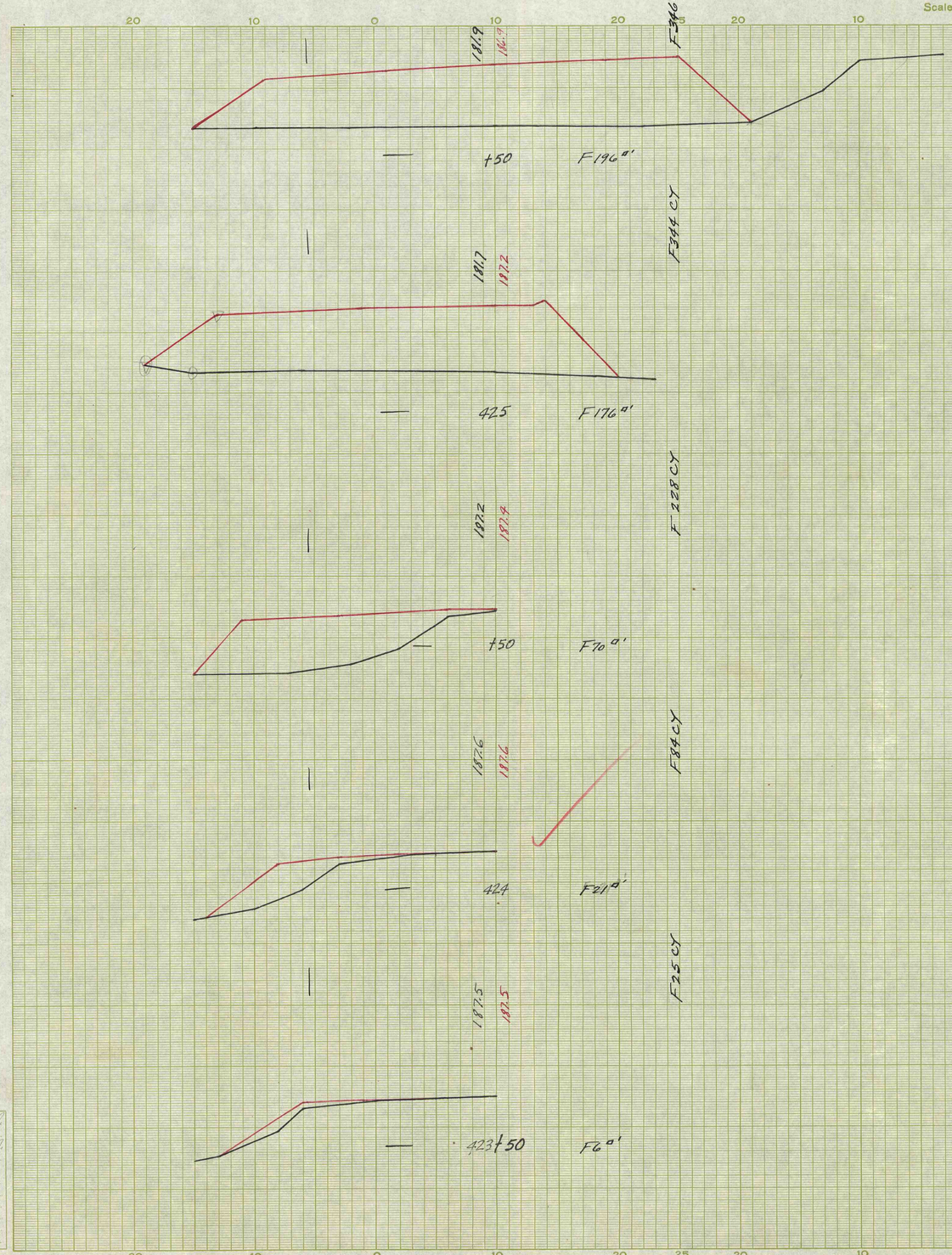
Scale 1 inch = 5 feet

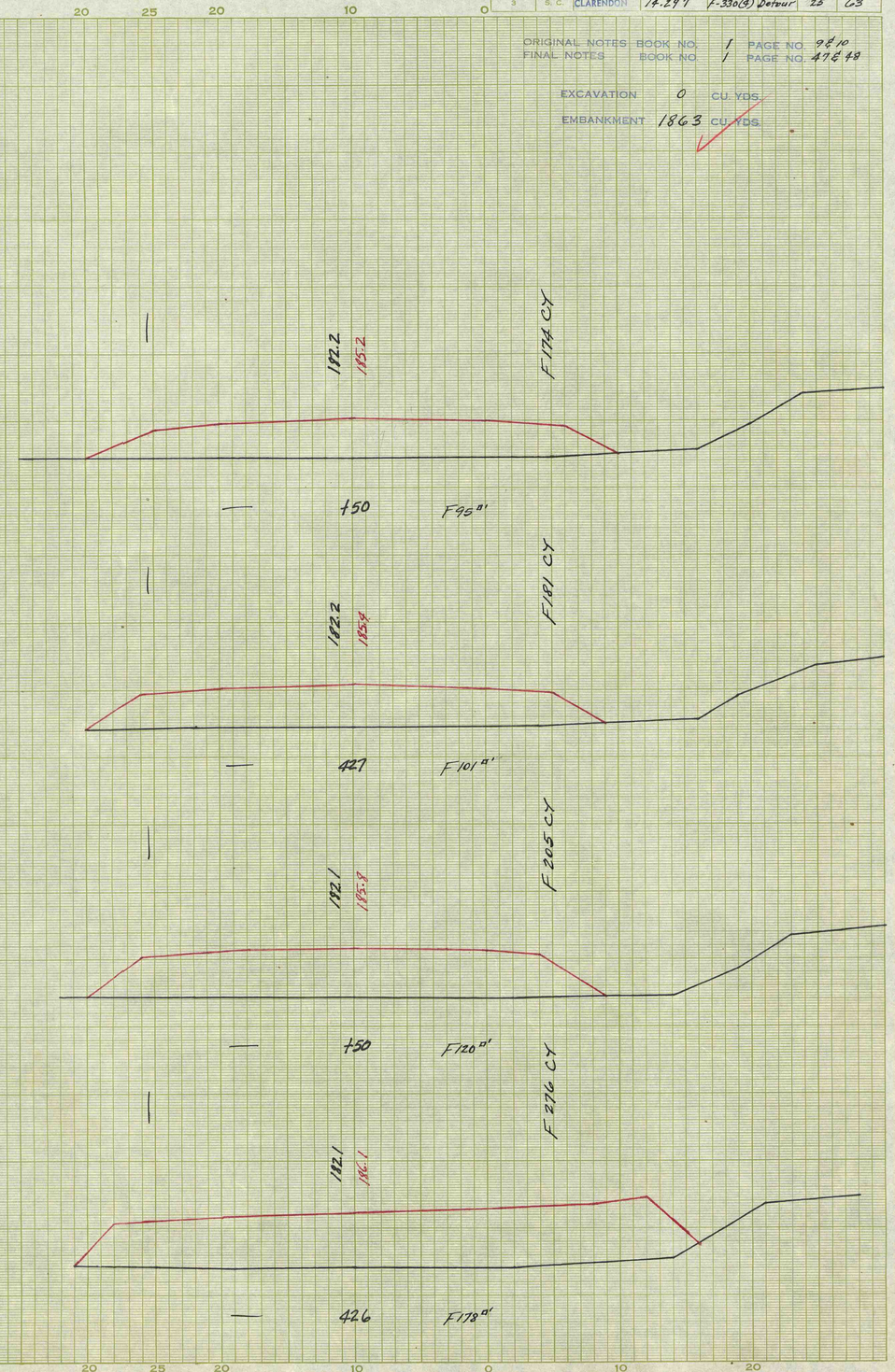
FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO. 4	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4) Detour		25	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 9&10
FINAL NOTES BOOK NO. 1 PAGE NO. 47&48

EXCAVATION 0 CU. YDS.

EMBANKMENT 1863 CU. YDS.





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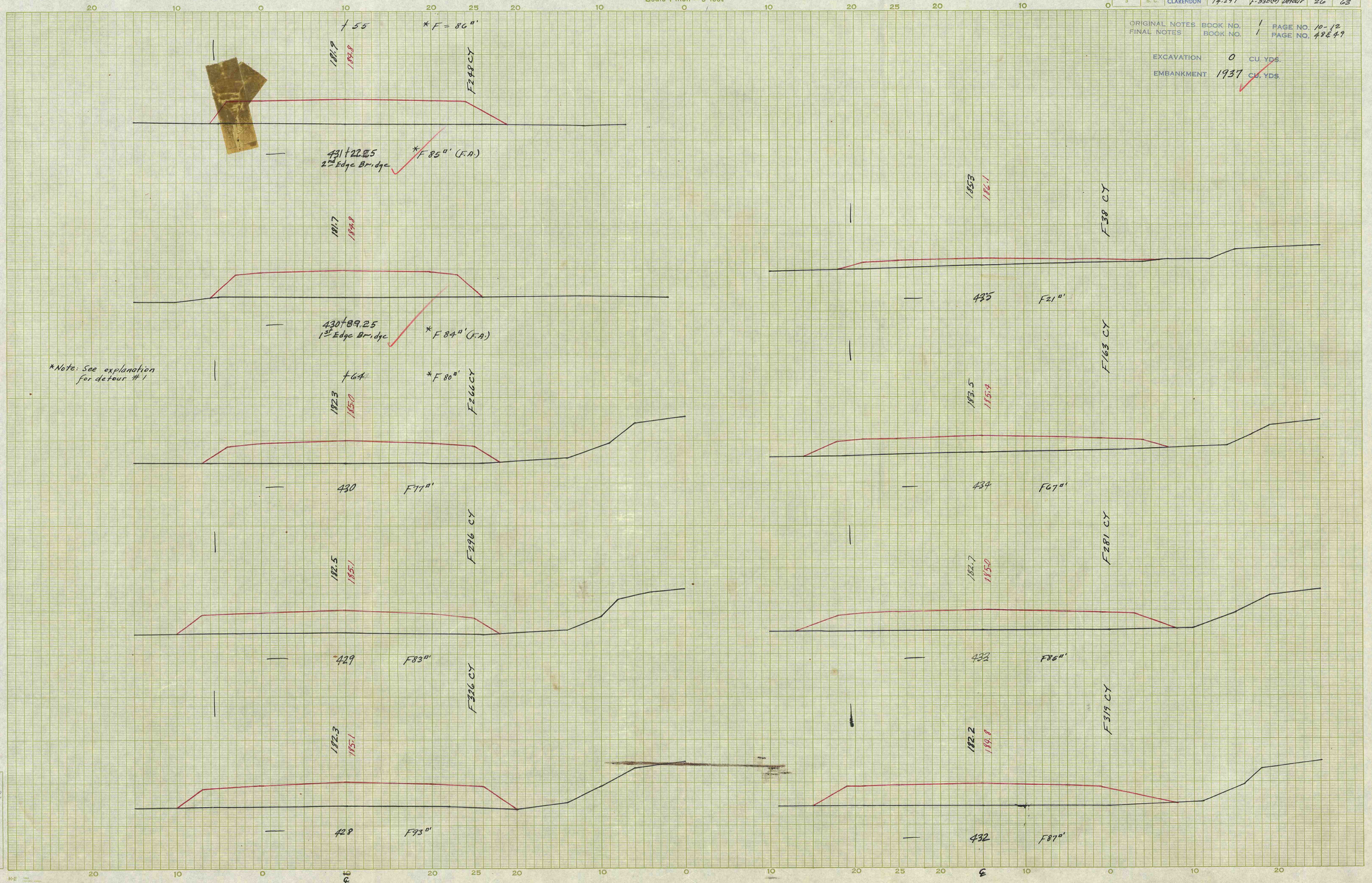
CROSS SECTIONS

Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	~~ROUTE~~ NO. 4	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	Detour	26	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 10-12
FINAL NOTES BOOK NO. 1 PAGE NO. 48 & 49

EXCAVATION 0 CU. YDS.
EMBANKMENT 1937 CU. YDS.



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CROSS SECTIONS

Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14297	F-390(4) Detour	4	27	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 12 & 13
FINAL NOTES BOOK NO. 1 PAGE NO. 49 & 50

EXCAVATION 42 CU. YDS.
EMBANKMENT 190 CU. YDS.

C18 CY
188.2
190.1
F32 CY
C7.0' +50 F19.0'

C8 CY
188.7
189.2
F43 CY
C2.0' 437 F21.0'

C4 CY
187.8
188.3
F44 CY
C2.0' +50 F20.0'

C5 CY
187.0
187.5
F32 CY
C3.0' 436 F15.0'

+75 C=0

C1 CY
182.1
186.8
F32 CY
435+50 F20.0'

1950
439+50

1940
439

193.0
+50

+25 C=0 F=0
191.8
191.0
C6 CY
F7 CY
C12.0' 438 F10.0'

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Areas by HLS
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CROSS SECTIONS

Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14297	F-330(4)	301	28	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 14 & 15
FINAL NOTES BOOK NO. 1 PAGE NO. 51 & 52

EXCAVATION ~~92~~ 71 CU. YDS.
EMBANKMENT 1420 CU. YDS.



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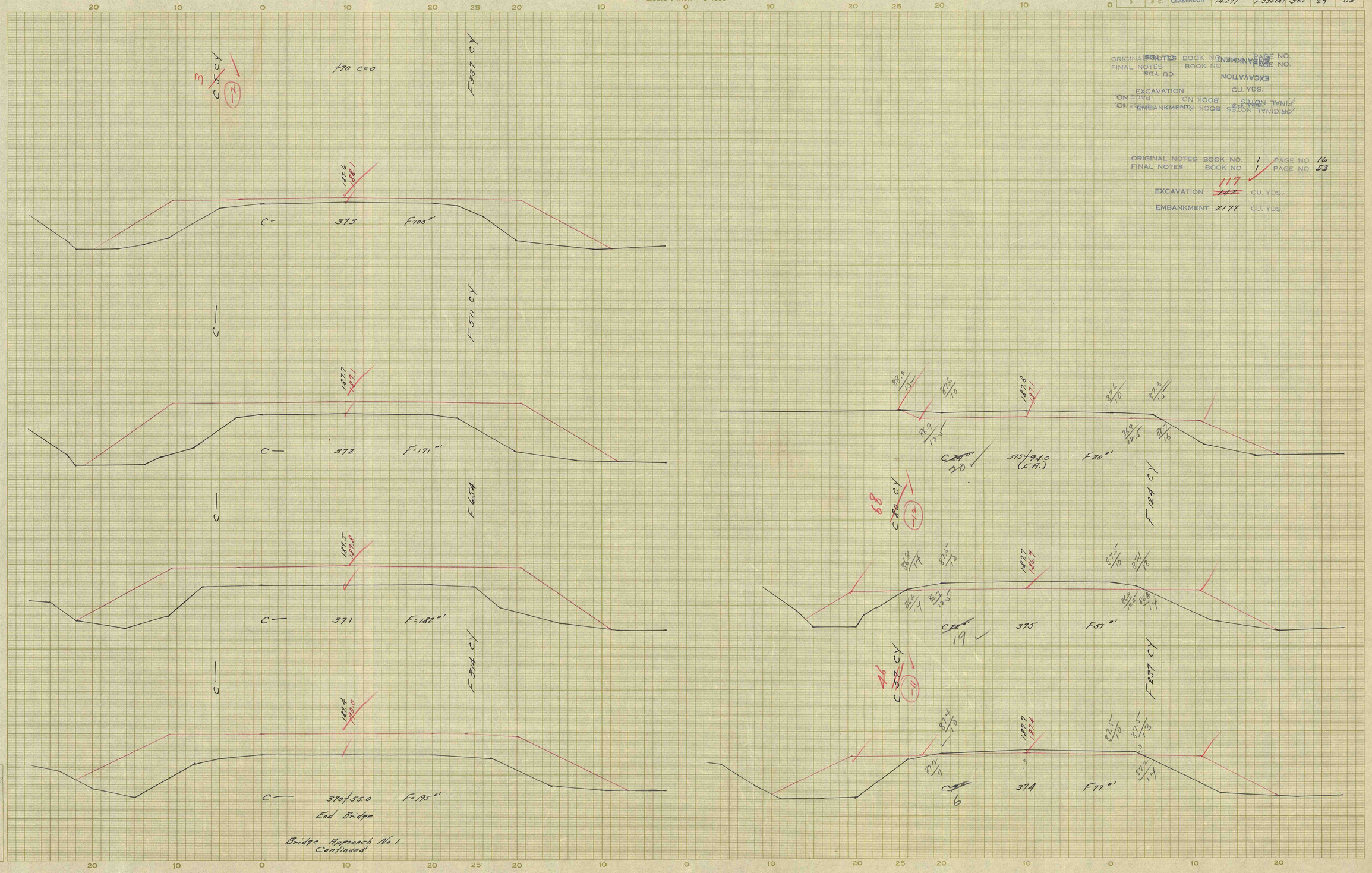
CROSS SECTIONS

Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14297	F-330(4)	U.S. 301	29	63



ORIGINAL NOTES BOOK NO. 1 PAGE NO. 16
FINAL NOTES BOOK NO. 1 PAGE NO. 53

EXCAVATION ~~142~~ 117 CU. YDS.

EMBANKMENT 2177 CU. YDS.

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Quantities Transferred and Inked by

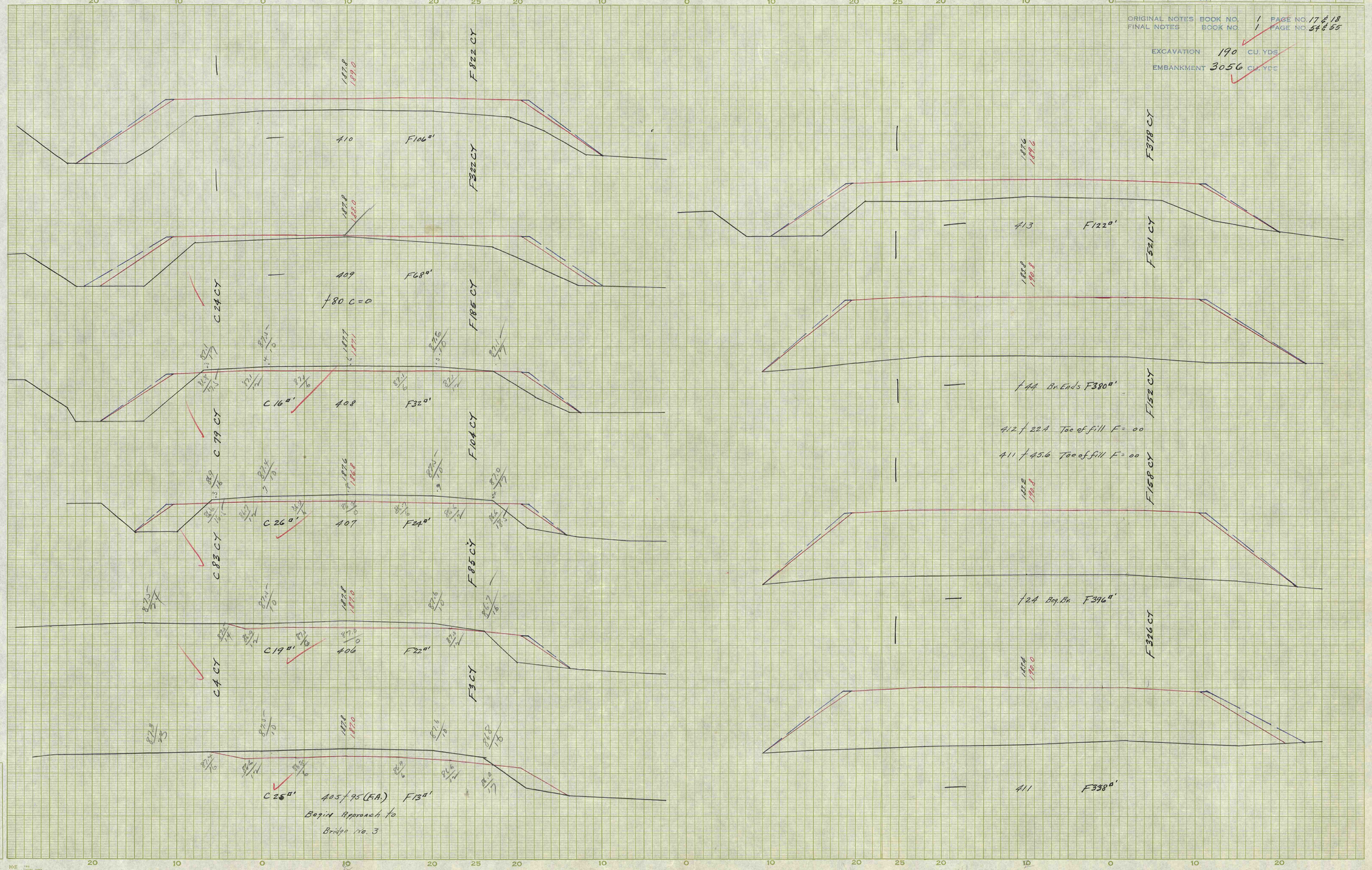
CROSS SECTIONS

Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	U.S. 301	30	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 17 & 18
FINAL NOTES BOOK NO. 1 PAGE NO. 54 & 55

EXCAVATION 190 CU. YDS.
EMBANKMENT 3056 CU. YDS.



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Areas by R.J.D.
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Quantities Transferred and Inked by

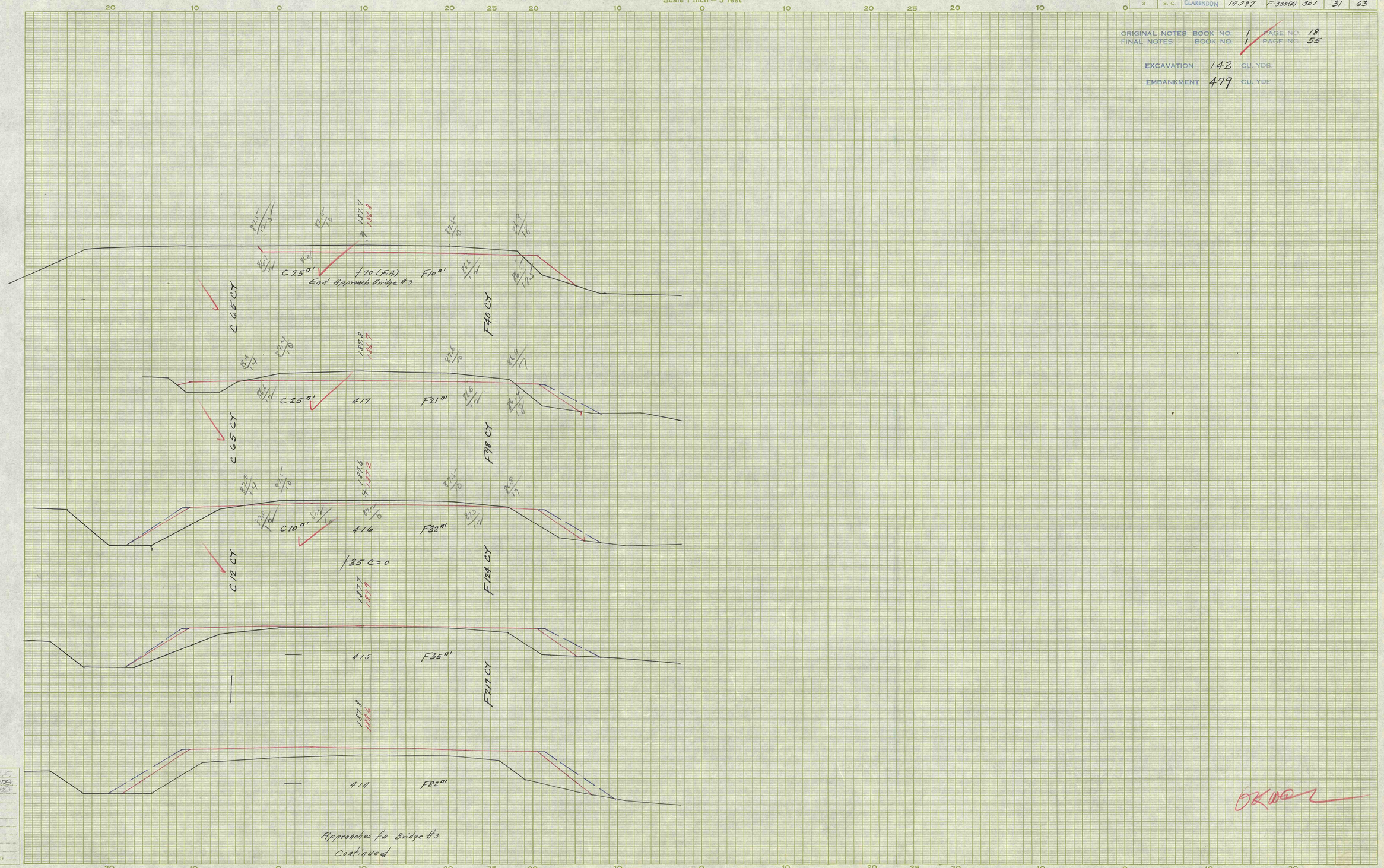
CROSS SECTIONS

Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	U.S. 301	31	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 18
FINAL NOTES BOOK NO. 1 PAGE NO. 55

EXCAVATION 142 CU. YDS.
EMBANKMENT 479 CU. YDS.



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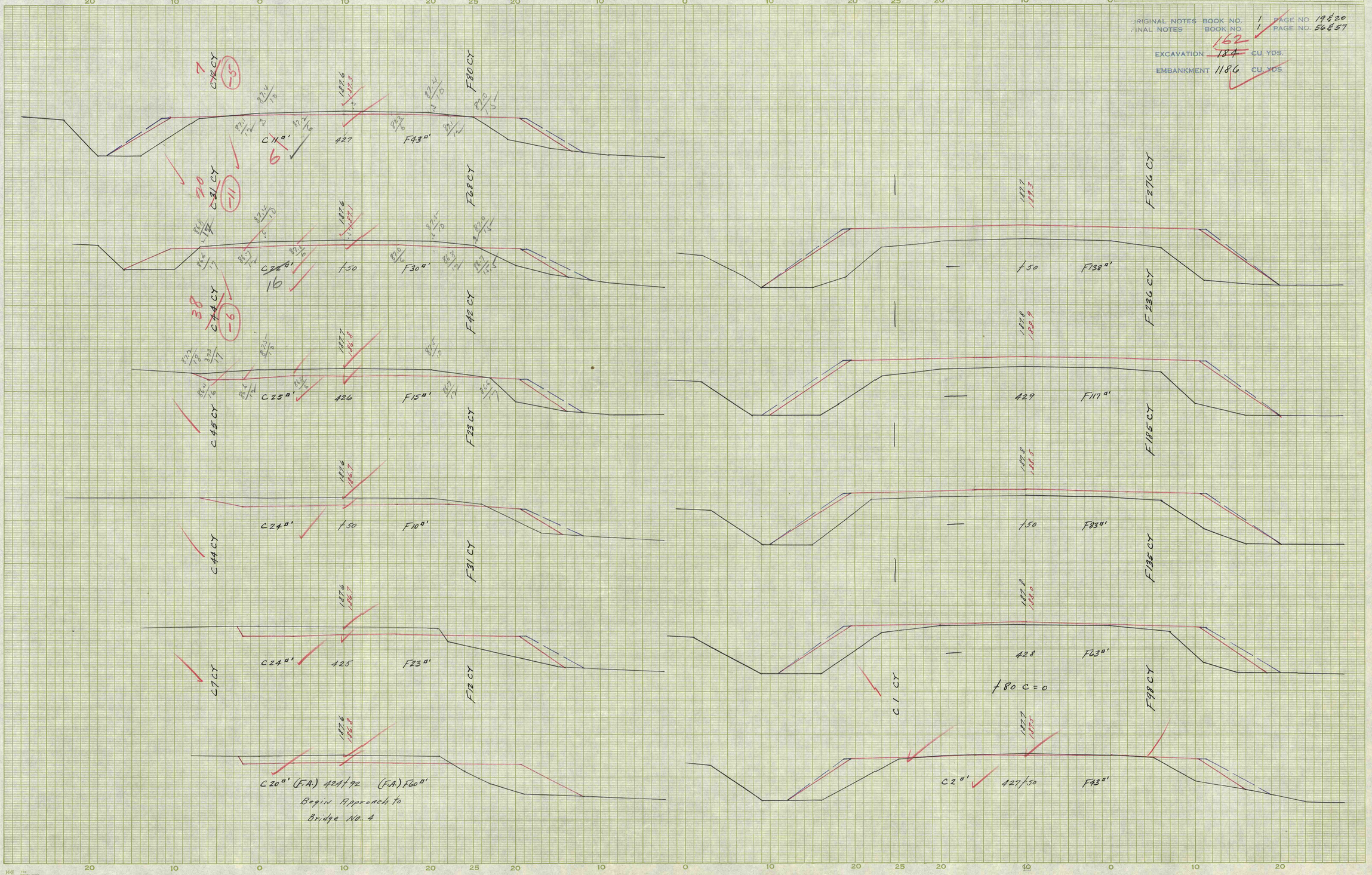
CROSS SECTIONS

Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	U.S. 301	32	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 19 & 20
FINAL NOTES BOOK NO. 1 PAGE NO. 56 & 57

EXCAVATION ~~184~~ 162 CU. YDS.
EMBANKMENT 1186 CU. YDS.



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CROSS SECTIONS

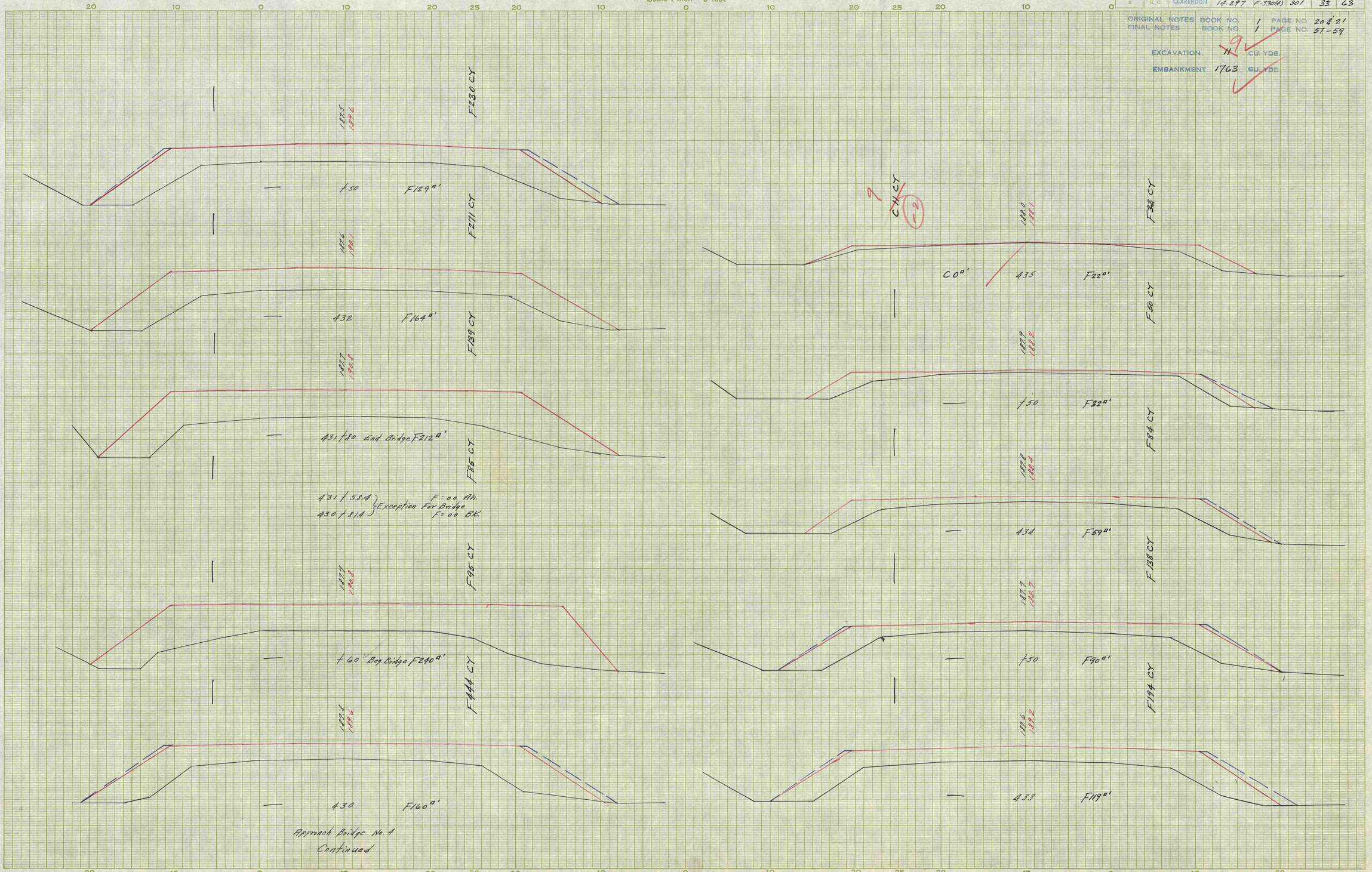
Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	U.S. 301	33	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 20 & 21
FINAL NOTES BOOK NO. 1 PAGE NO. 57-59

EXCAVATION ~~11~~ 9 CU. YDS.

EMBANKMENT 1763 CU. YDS.



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CROSS SECTIONS

Scale 1 inch = 5 feet

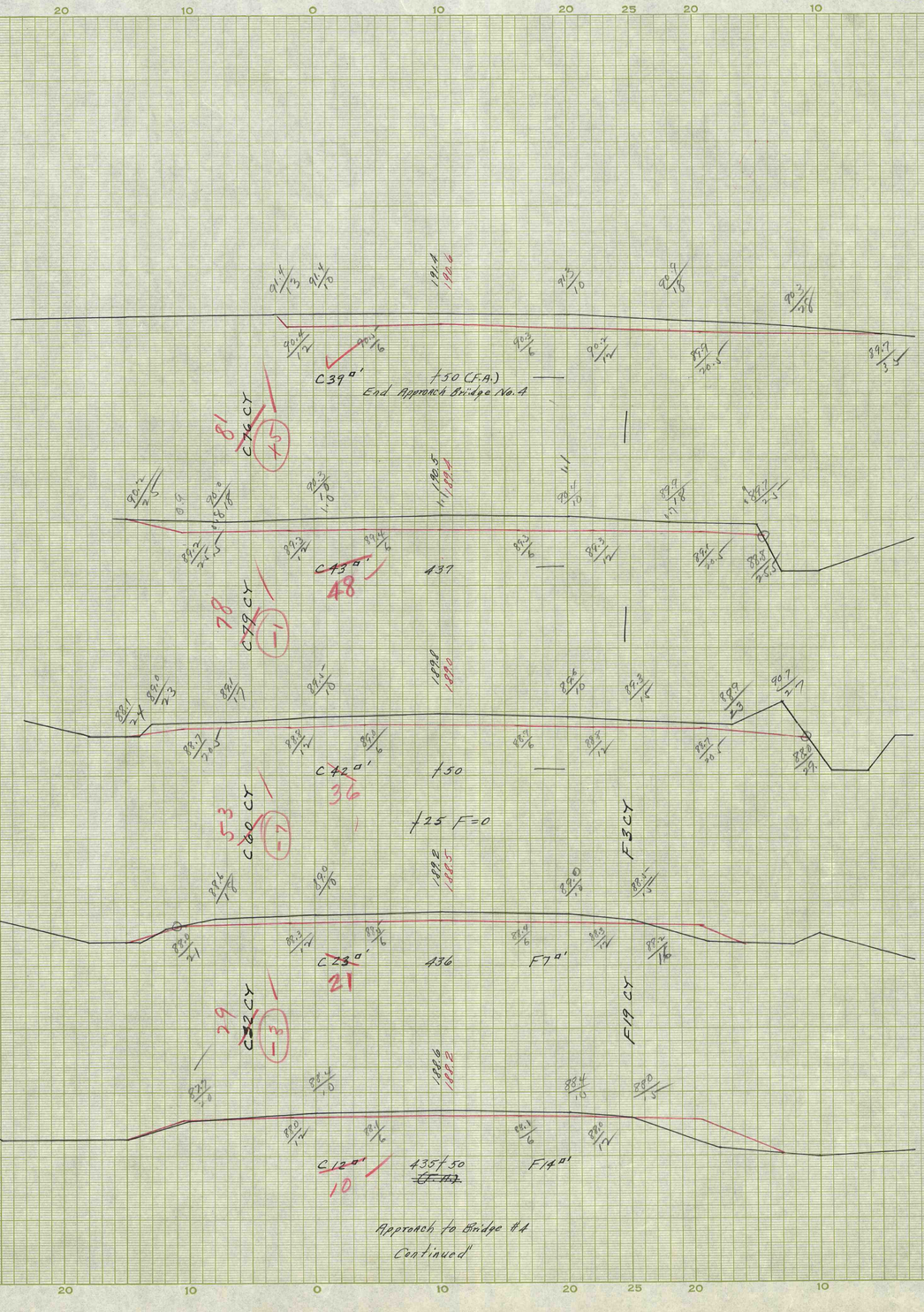
U.S.

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	301	34	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 21 & 22
FINAL NOTES BOOK NO. 1 PAGE NO. 58 & 59

EXCAVATION ~~247~~ 241 CU. YDS.

EMBANKMENT 22 CU. YDS.



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CROSS SECTIONS

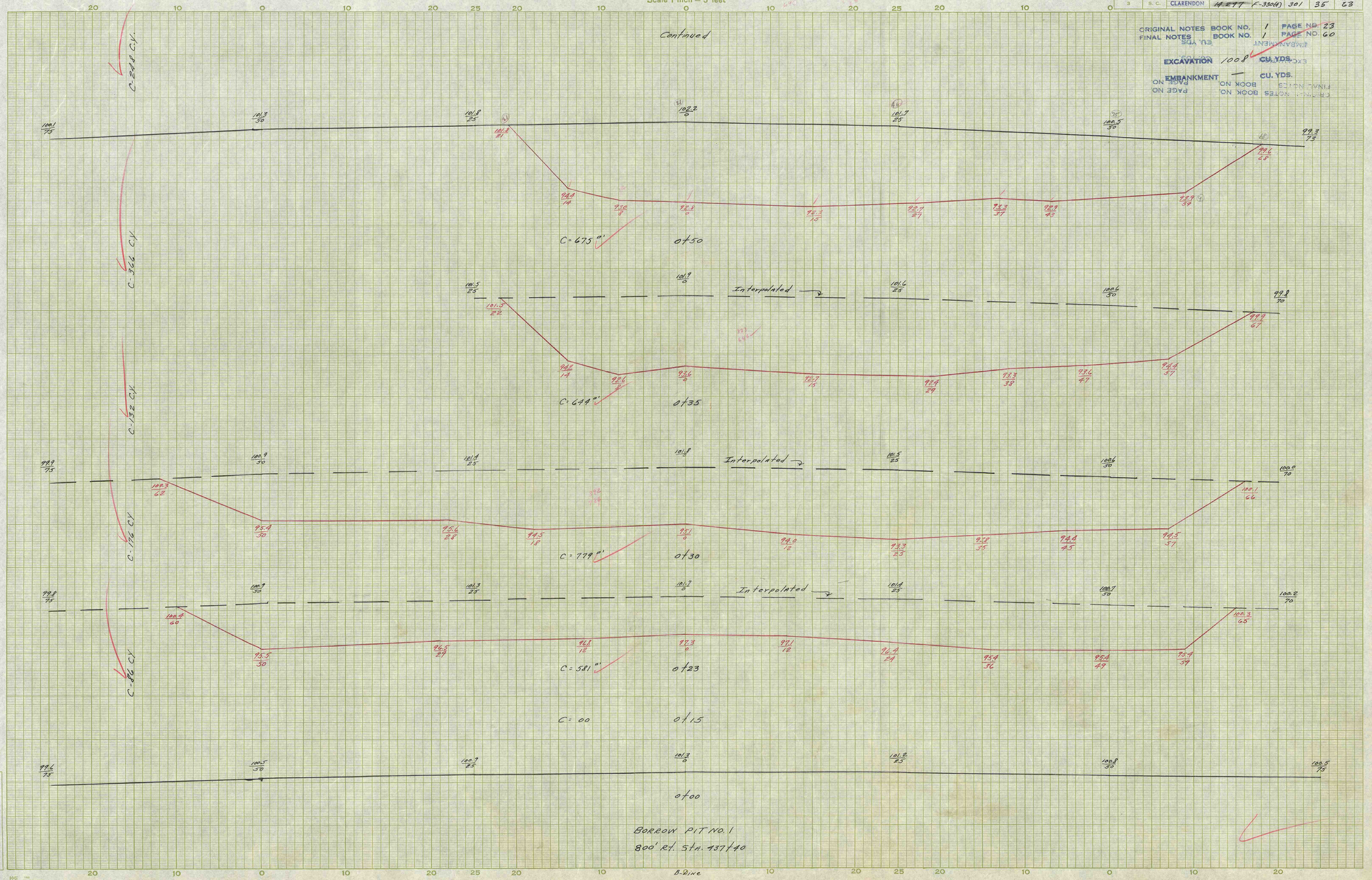
Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	U.S. 301	35	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 23
FINAL NOTES BOOK NO. 1 PAGE NO. 60

EXCAVATION 1008 CU. YDS.

EMBANKMENT — CU. YDS.



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CROSS SECTIONS

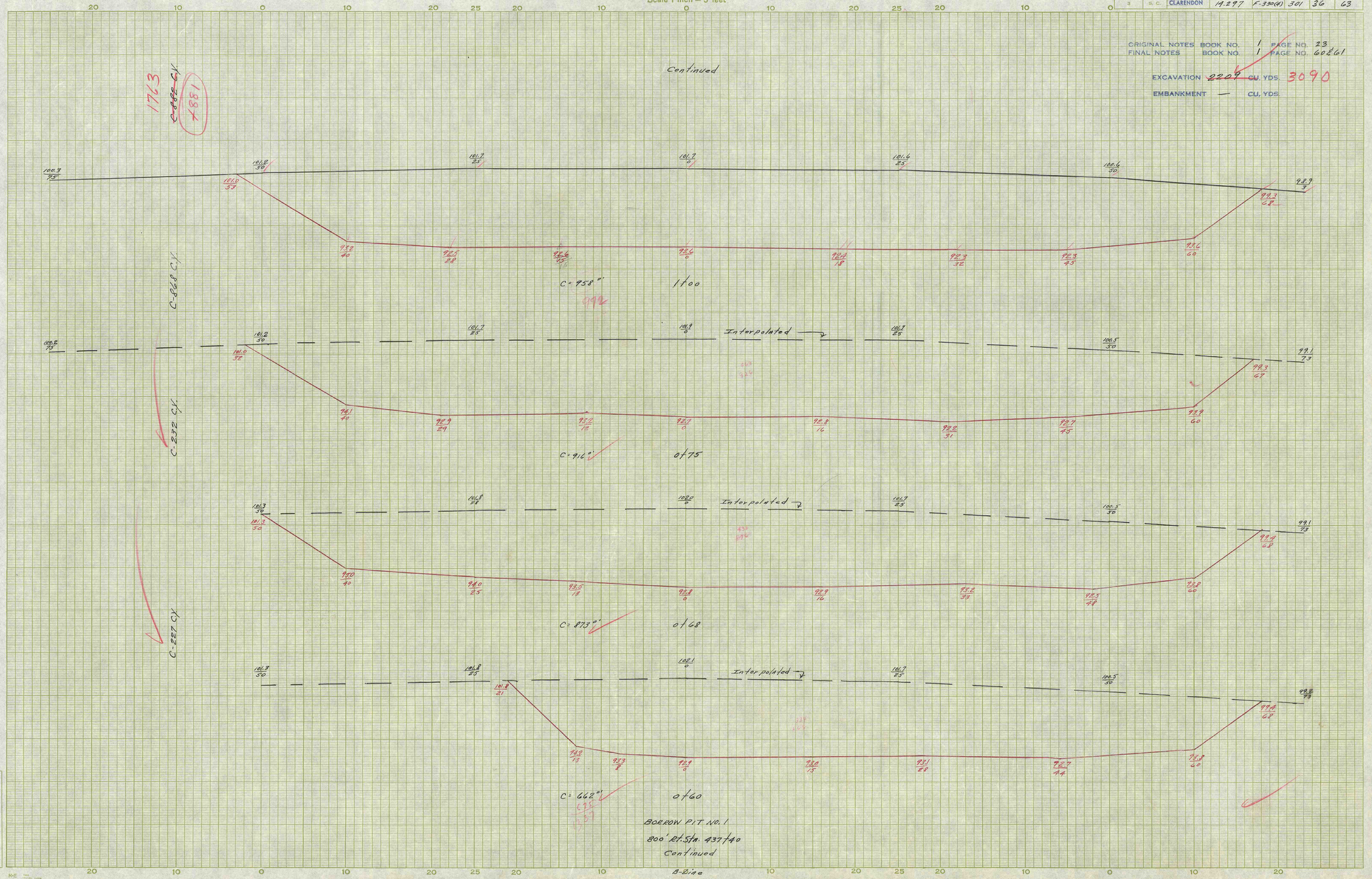
Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	U.S. 301	36	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 23
FINAL NOTES BOOK NO. 1 PAGE NO. 60 & 61

EXCAVATION ~~2209~~ CU. YDS. 3090

EMBANKMENT — CU. YDS.



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CROSS SECTIONS

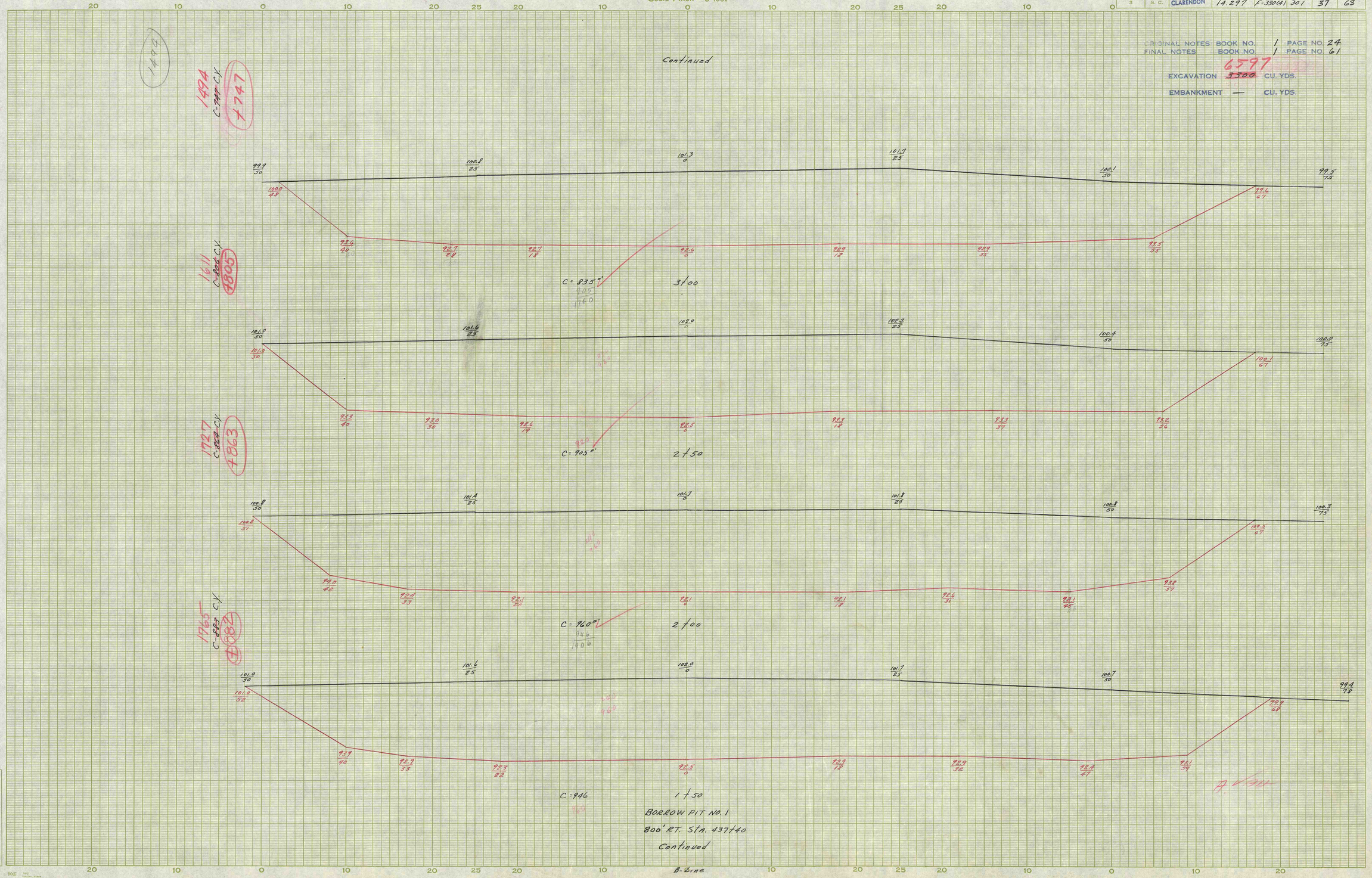
Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	U.S. 301	37	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 24
FINAL NOTES BOOK NO. 1 PAGE NO. 61

EXCAVATION ~~3300~~ 6597 CU. YDS.

EMBANKMENT — CU. YDS.



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CROSS SECTIONS

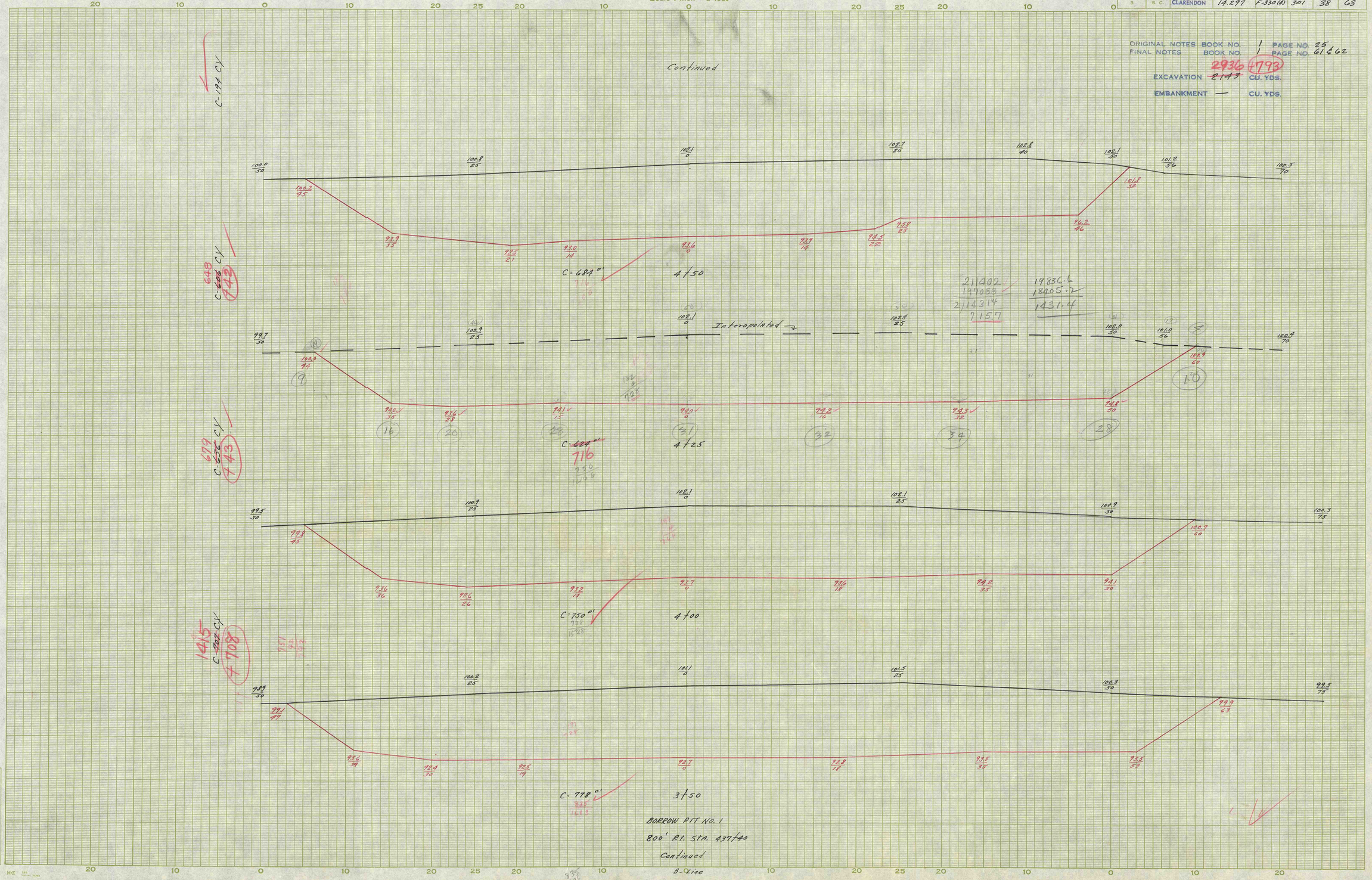
Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	US 301	38	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 25
FINAL NOTES BOOK NO. 1 PAGE NO. 61 & 62

EXCAVATION ~~2143~~ 2936 (+793) CU. YDS.

EMBANKMENT — CU. YDS.



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Template Sections Revised by
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Final Areas by
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Quantities Transferred and Inked by

CROSS SECTIONS

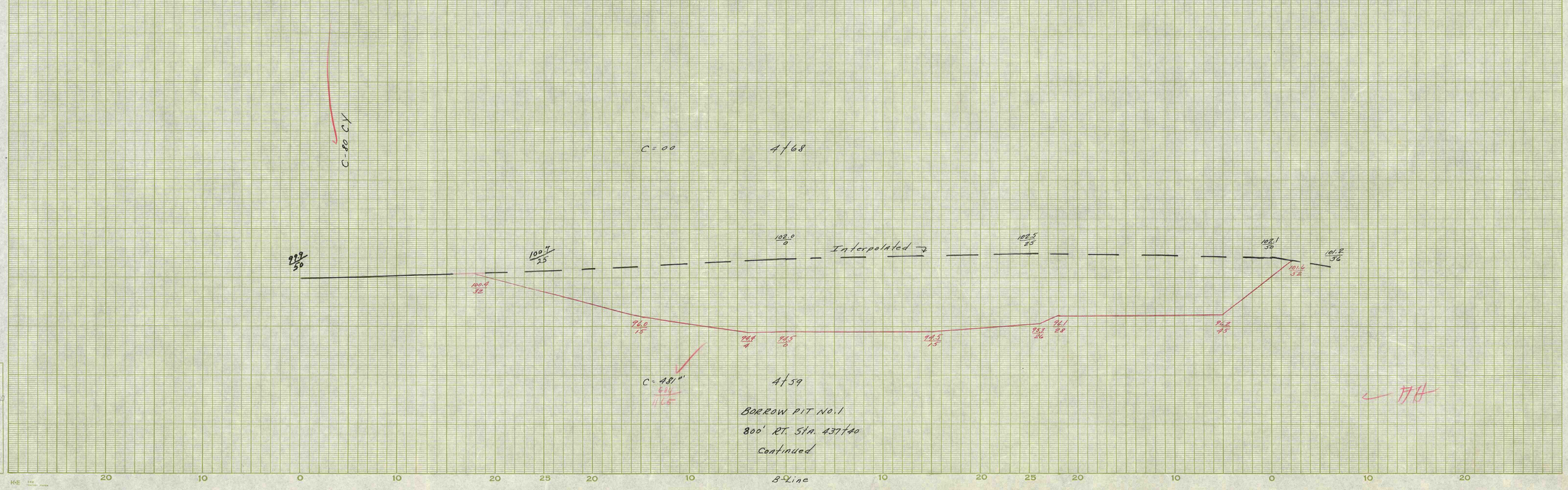
Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	US 301	39	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 25
FINAL NOTES BOOK NO. 1 PAGE NO. 62

EXCAVATION 80 CU. YDS.

EMBANKMENT — CU. YDS.



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CROSS SECTIONS

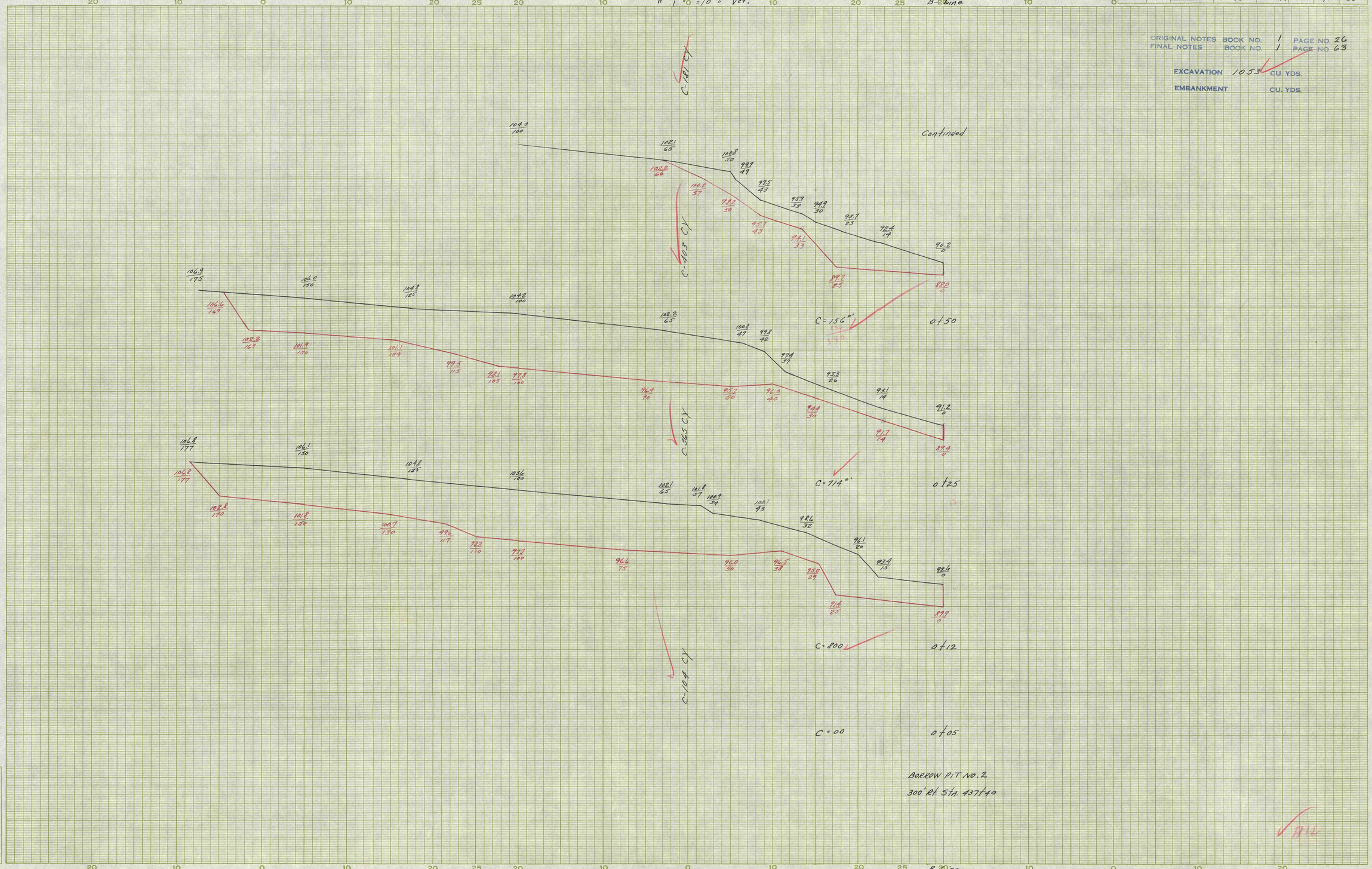
Scale 1 inch = 5 feet Hor.
" 1 " = 10 " Ver.

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	U.S. ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	301	40	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 26
FINAL NOTES BOOK NO. 1 PAGE NO. 63

EXCAVATION 1053 CU. YDS.

EMBANKMENT CU. YDS.



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Areas by
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Template Sections Revised by
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Final Areas by
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Quantities Transferred and Inked by

CROSS SECTIONS

Scale 1 inch = 5 feet HOR.
" 1 "0 =10 " VER.

50HD

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	U.S. 301	41	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 26 & 27
FINAL NOTES BOOK NO. 1 PAGE NO. 63 & 64

EXCAVATION 543 CU. YDS.

EMBANKMENT CU. YDS.

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K-E 182

BORROW PIT NO. 2
300' Rt. Sta. 437+40
Continued

B-Line

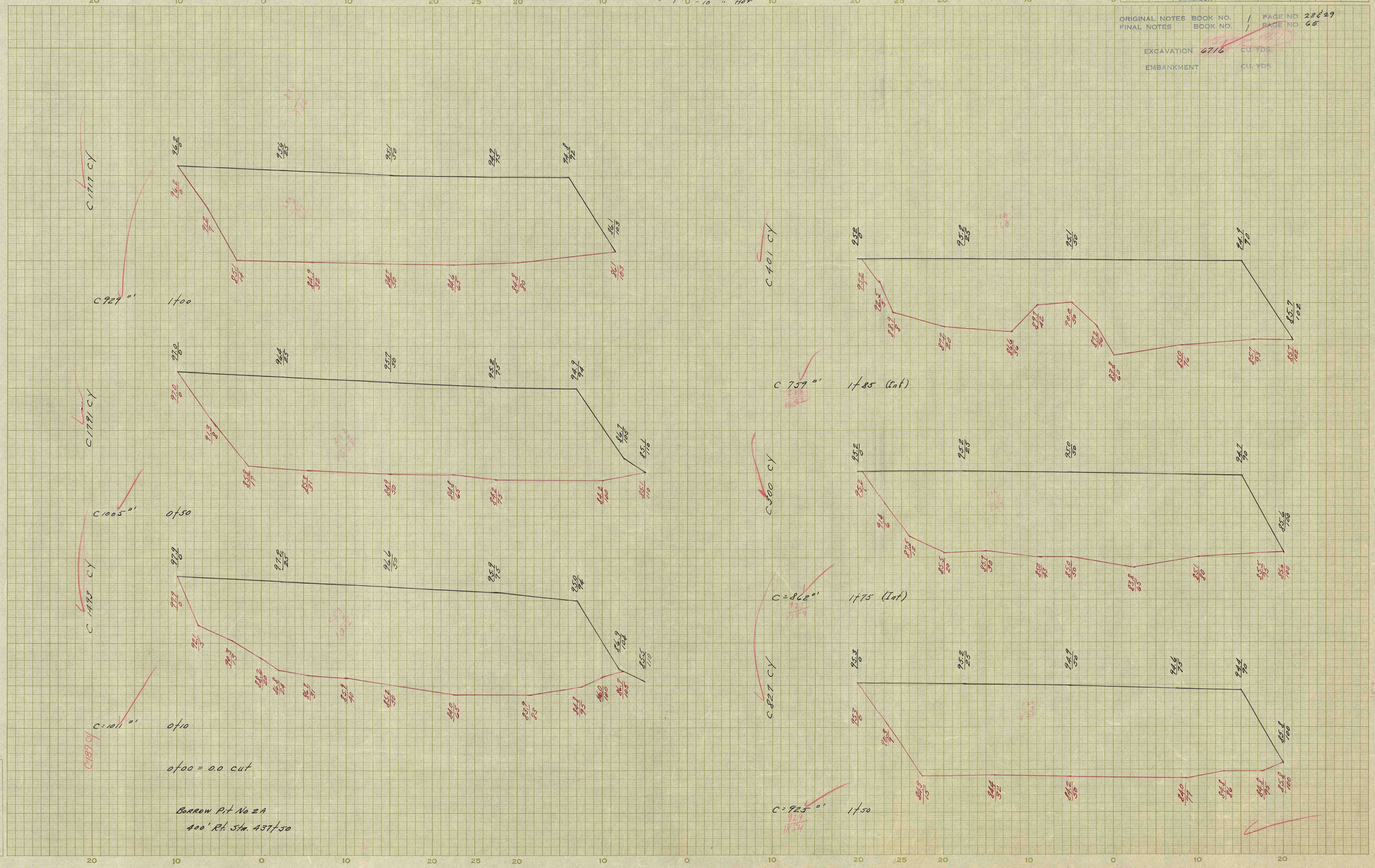
CROSS SECTIONS

Scale 1 inch = 5 feet vert
" 1 " = 10 " Hor

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	U.S. 301	42	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 28 & 29
FINAL NOTES BOOK NO. 1 PAGE NO. 65

EXCAVATION 6716 CU. YDS.
EMBANKMENT CU. YDS.



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CROSS SECTIONS

Scale 1 inch = 5 feet Vert.
" " 10 = 10 " Hor.

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	U.S. ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-320(4)	301	43	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 29 & 30
FINAL NOTES BOOK NO. 1 PAGE NO. 66

EXCAVATION 3517 CU. YDS.

EMBANKMENT CU. YDS.

C 994 CY

C 536.0'

2+50

C 297 CY

C 497.0'

3+50

C 223 CY

C 667.0'

2+40 (Int.)

C 492 CY

C 566.0'

3+25 (Int.)

C 1000 CY

C 683.0'

2+00

BORROW Pit NO 2A
Continued

C 511 CY

C 537.0'

3+00

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CROSS SECTIONS

Scale 1 inch = 5 feet Vert
" 1 " = 10 " Hor

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	301	44	63

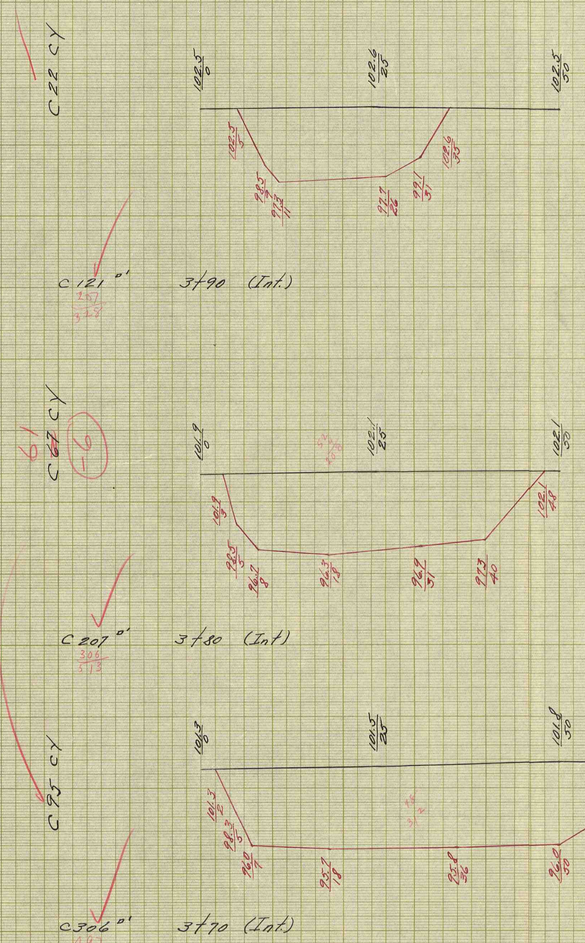
U.S.

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 30
FINAL NOTES BOOK NO. 1 PAGE NO. 66 & 67

EXCAVATION ~~184~~ 178 CU. YDS. -6

EMBANKMENT CU. YDS.

4+00 = 0.0 cut



BORROW Pit No 2A
Continued

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CROSS SECTIONS

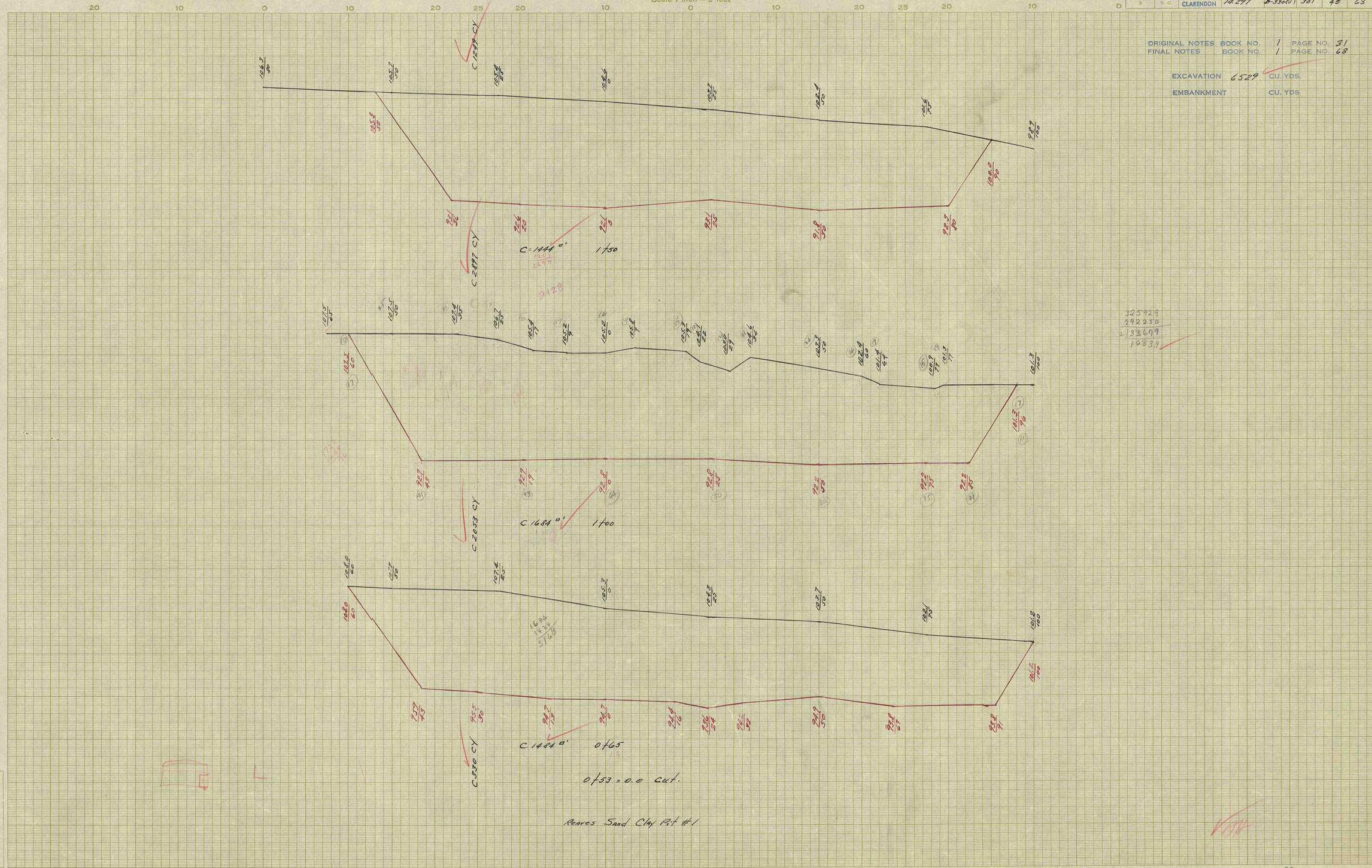
Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	E330(4)	U.S. 301	45	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 31
FINAL NOTES BOOK NO. 1 PAGE NO. 68

EXCAVATION 6529 CU. YDS.

EMBANKMENT CU. YDS.



325929
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16839

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CROSS SECTIONS

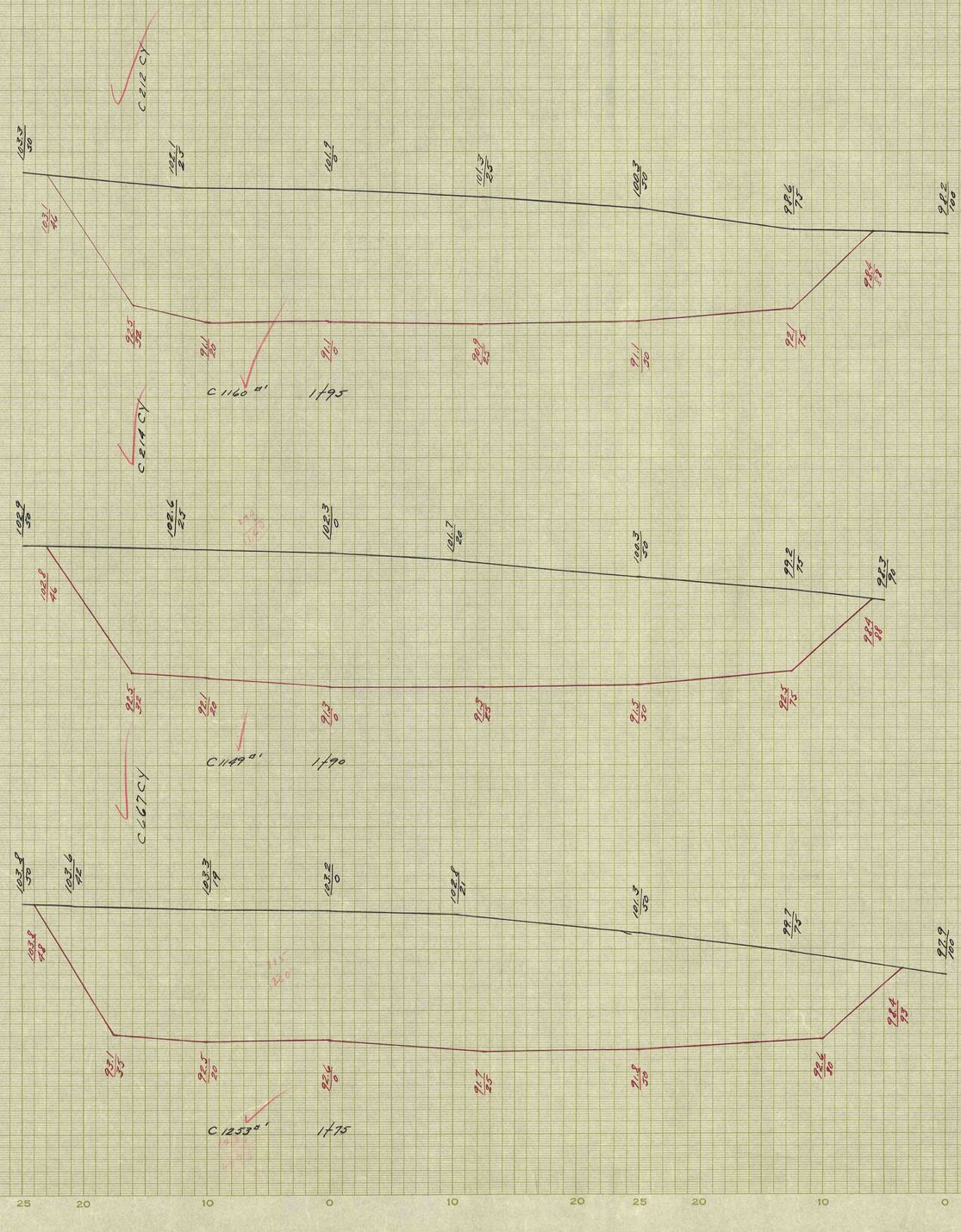
Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	U.S. ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14297	F-350(4)	301	46	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 32
FINAL NOTES BOOK NO. 1 PAGE NO. 68&69

EXCAVATION 1093 CU. YDS.

EMBANKMENT CU. YDS.



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CROSS SECTIONS

Scale 1 inch = 5 feet

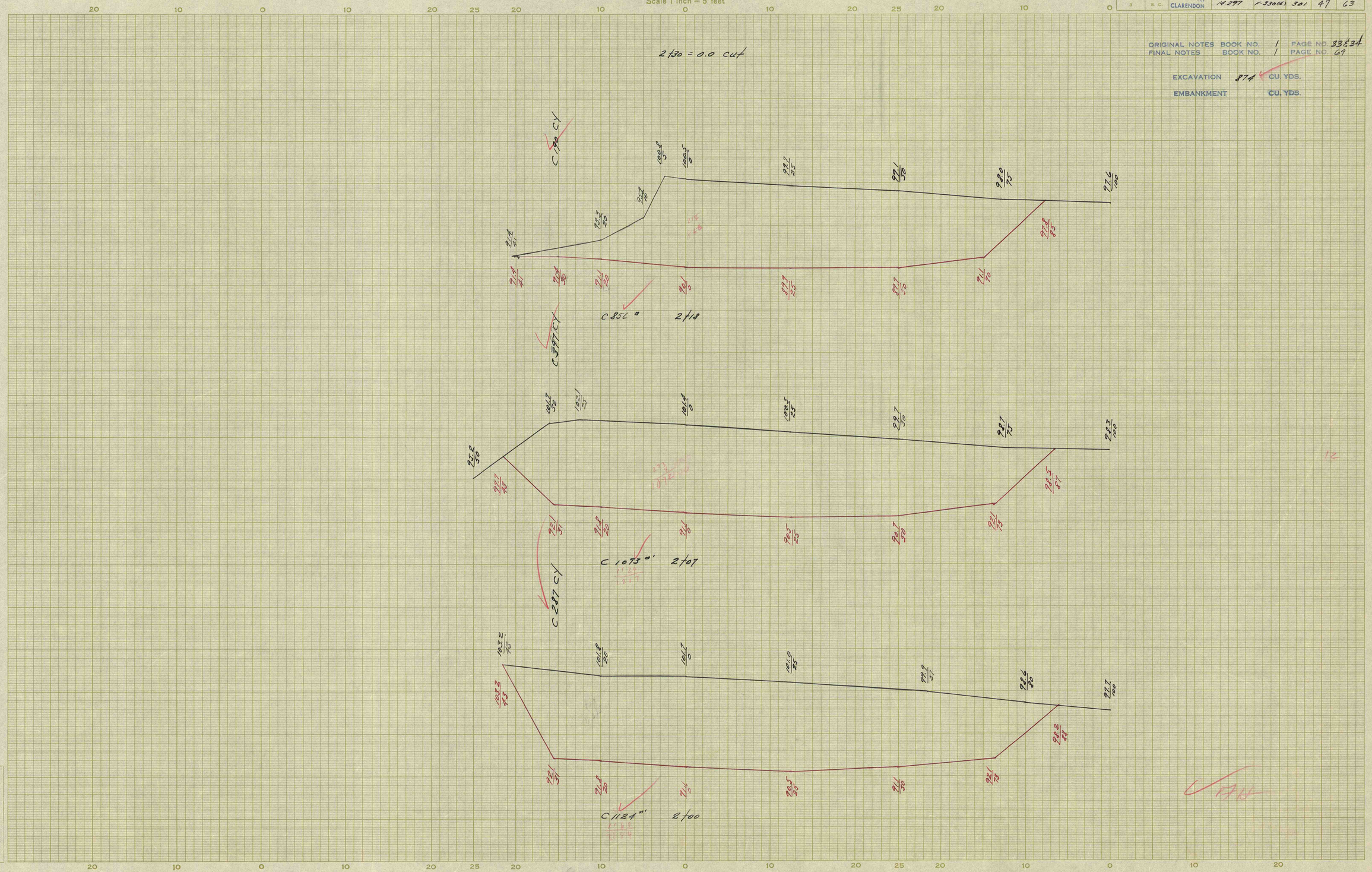
FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14297	F-330(4)	301	47	63

U.S.

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 33 & 34
FINAL NOTES BOOK NO. 1 PAGE NO. 69

EXCAVATION 874 CU. YDS.

EMBANKMENT CU. YDS.



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CROSS SECTIONS

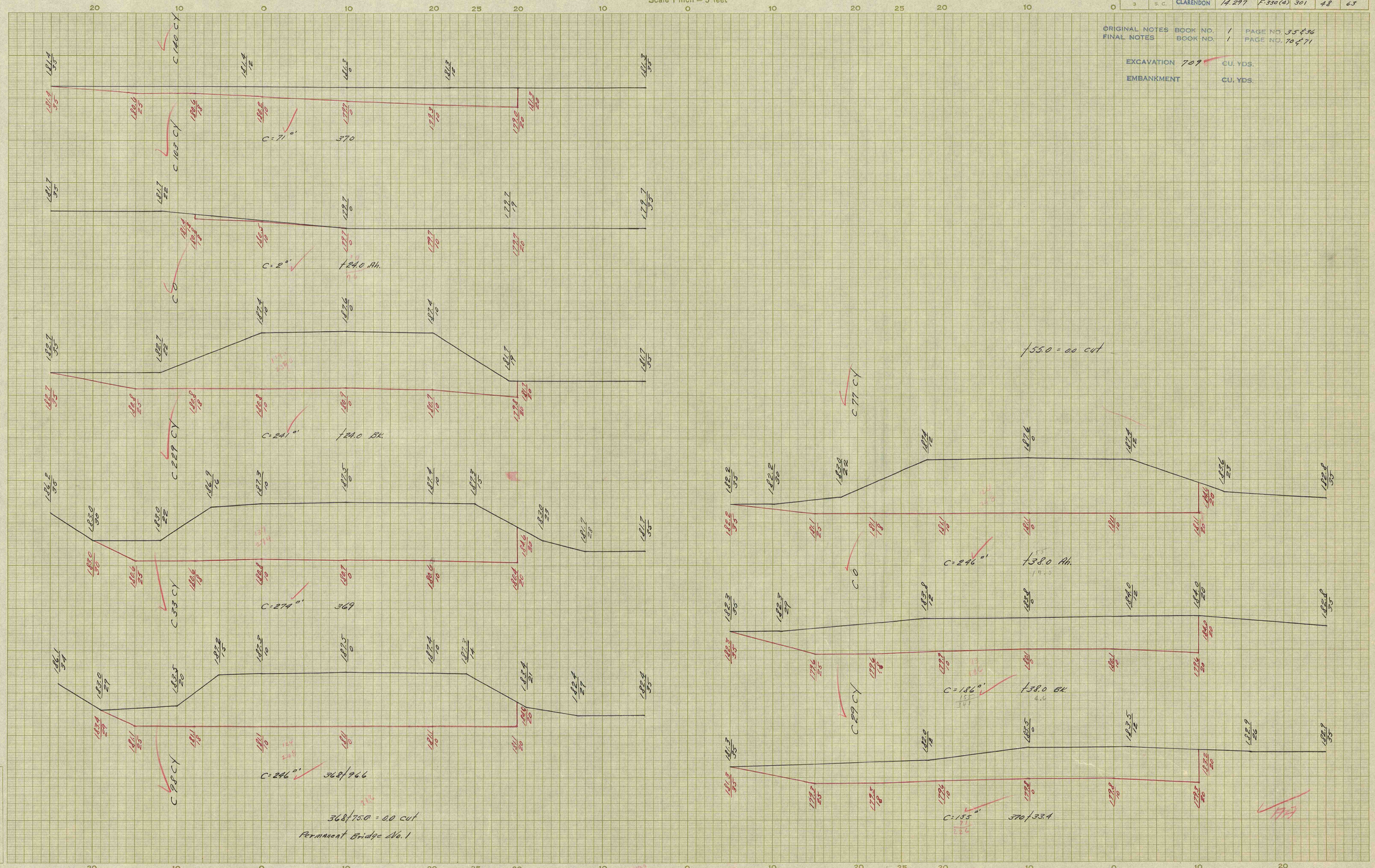
Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	U.S. 301	48	63

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 35 & 36
FINAL NOTES BOOK NO. 1 PAGE NO. 70 & 71

EXCAVATION 709 CU. YDS.

EMBANKMENT CU. YDS.



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CROSS SECTIONS

Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	U.S. ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14297	F-330(4)	301	49	63

20 10 0 10 20 25 20 10 0 10 20 25 20 10 0 10 20

ORIGINAL NOTES BOOK NO. 1 PAGE NO. 37 & 38
FINAL NOTES BOOK NO. 1 PAGE NO. 72 & 73

EXCAVATION 626 CU. YDS.

EMBANKMENT CU. YDS.

f28.0 = 0.0 cut

C 14 CY

C 10T CY

C 133°

f22.4

C 228 CY

C 126°

412

C 13 CY

C 130°

f45.6

411 f40 = 0.0 cut

Permanent Bridge No. 3

431 f80 = 0.0 cut

C 47 CY

C 132 CY

C 118°

431 f58.4

C 26 CY

C 4°

431

C 29 CY

C 72°

430 f81.4

430 f60 = 0.0 cut

Permanent Bridge No. 4

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CROSS SECTIONS

No Scale ~~1 inch = 5 feet~~

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F330(4)	301	50	63

20 10 0 10 20 25 20 10 0 10 20 25 20 10 0 10 20

See Earthwork Computation Sheets

SHEET TOTAL

~~14,497~~ CY ~~25,699~~ CYHM

14,582 ✓ 25837

Pit No. 1 Total

Total C.Y. ~~13626~~ 13711 ✓ CYHM

Total C.Y. Used on Detours ~~12901~~ 12986 20911

Total C.Y. Hauled Away 725

Total C.Y. ~~13626~~ 13711

Pay Contractor For ~~12901~~ C.Y. ~~20911~~ CYHM

12986 ✓ 21049

Pit ✓ No. 2 Total ✓

1596 CY 4788 CYHM

End Bor. fr. Pit No. 2 / Beg. Detour No. 1 — 363+50

1596 C.Y. Bor

1596 CY x 3rd Unit = 4788 CYHM

End Bor. fr. Pit No. 2 / Beg. " " No. 1 — 368+42.9

3311 C.Y. Bor

~~3311~~ CY x 3rd Unit = ~~9933~~ CYHM

3333 9999

End Detour No. 1 — 378+00

Beg. 3rd Unit / End 2nd Unit — 382+70

Beg. Detour No. 3 — 404+75

1563 C.Y. Bor.

~~1563~~ CY x 2nd Unit = ~~3126~~ CYHM

1573 3146

Beg. 2nd Unit / End 1st Unit — 409+10

3503 C.Y. Bor

3503 CY x 1st Unit = ~~3503~~ CYHM

3526 3526

End Detour No. 3 — 418+75

Beg. Detour No. 4 — 423+50

4349 C.Y. Bor

4349 CY x 1st Unit = ~~4349~~ CYHM

4378 4378

Beg. 1st Unit / End Free Haul — 435+50

~~175~~ 176 CY Bor

Free Haul

Beg. Bor. fr. Pit No. 1 / End Detour No. 4 — 438+25

440' Eff. 437+50

Borrow Pit No. 2 — 1596

880' Eff. 433+50

Borrow Pit No. 1 — ~~13711~~ ~~12901~~ 12986

Distribution & Overhaul

Borrow

Detours

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Final Areas by ____ Checked by ____

Quantities Transferred and Inked by ____

CROSS SECTIONS

Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14297	F330(4)	301	51	63

20 10 0 10 20 25 20 10 0 10 20 25 20 10 0 10 20

See Earthwork Computation Sheets

SHEET TOTAL

~~9575~~ C.Y. ~~15596~~ CYHM

9569 / 15587 ✓

Borrow Pit No. 2 A

Total C.Y. ~~10417~~ 10411

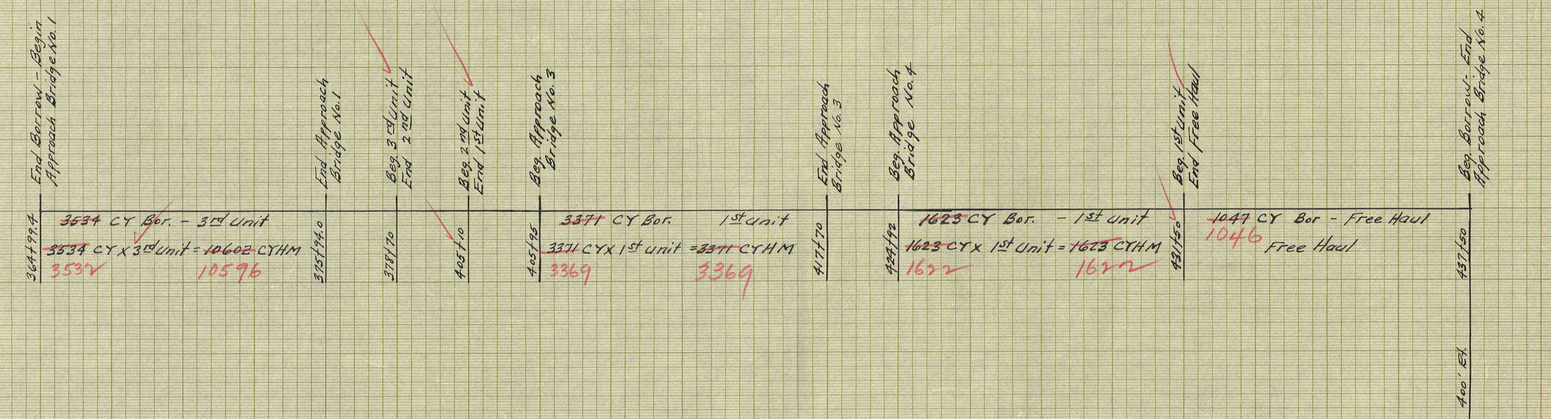
		CYHM
Total CY Filling Washes on Detours	160	
Total CY Shoulder Material	682 *	
Total CY Bridge Approaches	~~9575~~ 9569	15587
Total CY	10417	

Pay Contractor ~~9575~~ CY ~~15596~~ CYHM

9569 15587

* This Yardage Carried as Pay Quantity on Sheet No.

10411 / 15587



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CROSS SECTIONS

No Scale

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14297	F-3306(1)	U.S. 301	52	63

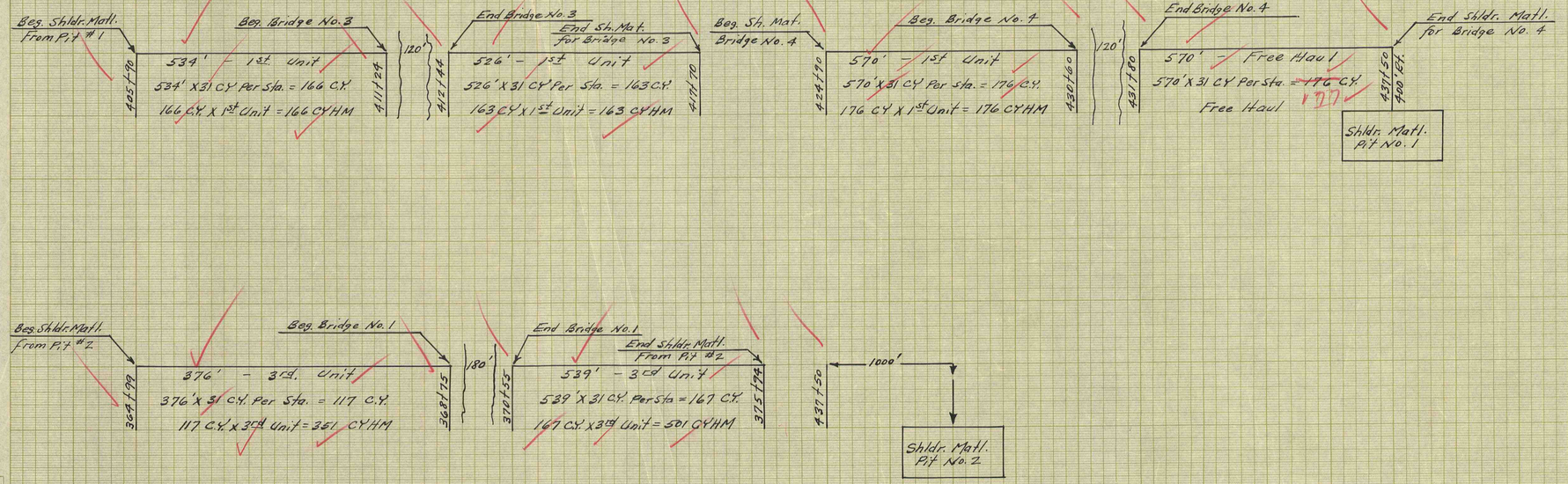
SHEET TOTAL = 966 C.Y. 1357 CYHM

*NOTE: This yardage from Borrow Pit #2-A & Used for Shldr. Matl. See Sh. No. 51

TOTAL PIT NO. 1* = 682* C.Y. 505 CYHM

TOTAL PIT NO. 2 = 284 " 852 " "

See Note Book No. 2, Pages 28-30



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CROSS SECTIONS

Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	301	53	63

SAND CLAY PIT NO. 1

Total CY	8496	CYHM
" used on Approaches	2987	18256
" " " Detours	4481	~~27046~~ 27251
" " Filling Washouts	812	165
" " By SCHD Maint.	216	
Total	8496	
Pay Contractor For	7468 CY	~~45,302~~ CYHM

SHEET TOTAL

7468 CY ~~45,302~~ CYHM 45507

See Note Book No. 2, Pages 31-34

SAND CLAY PIT NO 1

11,616' Southwest — Beg. Sand Clay Detour No. 1 — Exception - Detour Bridge No. 1 — End Detour No. 1 — End 5th Unit Beg. 6th Unit — Beg. Sand Clay Detour No. 3 — Exception - Detour Bridge No. 3 — End 6th Unit Beg. 7th Unit — End Detour No. 3 — Beg. Sand Clay Detour No. 4 — Exception - Detour Bridge No. 4 — End Detour No. 4

364+25 — 525' - 5th Unit
525' x 119.16 * CY Per Sta. = 625 CY
625 CY x 5th Unit = 3130 CYHM 3125

364+99 — 663.5' - 5th Unit
663.5' x 119.16 CY Per Sta. = 791 CY
791 CY x 5th Unit = 3955 CYHM

370+11.5 — 628.5' - 6th Unit
628.5' x 119.16 CY Per Sta. = 749 CY
749 CY x 6th Unit = 4494 CYHM

376+75 — 449' - 6th Unit
449' x 119.16 CY Per Sta. = 535 CY
535 CY x 6th Unit = 3210 CYHM

390+09 — 176' - 7th Unit
176' x 119.16 CY Per Sta. = 210 CY
210 CY x 7th Unit = ~~1260~~ CYHM 1470

405+25 — 615' - 7th Unit
615' x 119.16 CY Per Sta. = 733 CY
733 CY x 7th Unit = 5131 CYHM

411+53.5 — 703.5' - 7th Unit
703.5' x ~~119.16~~ 119.16 CY Per Sta. = 838 CY
838 CY x 7th Unit = 5866 CYHM

416+49

418+25

424+75

430+90

431+21.5

438+25

* Note:- Raised Grade & used Sand Clay to Bring up Subgrade - by instructions from Dist. Engr. Dist. No. 7

SAND CLAY PIT NO 1

11,616' Southwest — Beg. Sand Clay Approach Bridge No. 1 — Exception - Bridge No. 1 — End Approach Bridge No. 1 — End 5th Unit Beg. 6th Unit — Beg. Sand Clay Approach Bridge No. 3 — Exception Bridge No. 3 — End 6th Unit Beg. 7th Unit — End Approach Bridge No. 3 — Beg. Sand Clay Approach Bridge No. 4 — Exception Bridge No. 4 — End Approach Bridge No. 4

364+25 — 376' - 5th Unit
376' x 96 CY Per Sta. = 361 CY
361 CY x 5th Unit = 1805 CYHM

364+99 — 539' - 5th Unit
539' x 96 CY Per Sta. = 517 CY
517 CY x 5th Unit = 2585 CYHM

370+55 — 529' - 6th Unit
529' x 96 CY Per Sta. = 508 CY
508 CY x 6th Unit = 3048 CYHM

375+94 — 405' - 6th Unit
405' x 96 CY Per Sta. = 389 CY
389 CY x 6th Unit = 2334 CYHM

390+09 — 121' - 7th Unit
121' x 96 CY Per Sta. = 116 CY
116 CY x 7th Unit = 812 CYHM

405+95 — 572' - 7th Unit
572' x 96 CY Per Sta. = 549 CY
549 CY x 7th Unit = 3843 CYHM

411+24 — 570 LF - 7th Unit
570' x 96 CY Per Sta. = 547 CY
547 CY x 7th Unit = 3829 CYHM

412+44

416+49

417+70

424+92 490

430+60 568

430+80

437+50

Distribution & overhaul Sand Clay

Bridge Approaches

OK WOM

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CROSS SECTIONS

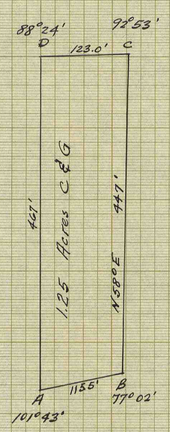
Scale 1 inch = 5 feet

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	301	54	63

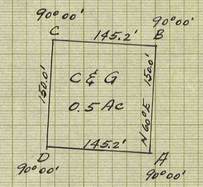
Sheet Total
C & G = 1.75 Acres

ORIGINAL NOTES BOOK NO. 2 PAGE NO. 35-38
FINAL NOTES BOOK NO. PAGE NO.

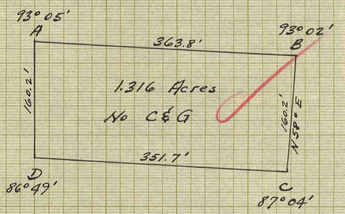
EXCAVATION CU. YDS.
EMBANKMENT CU. YDS.



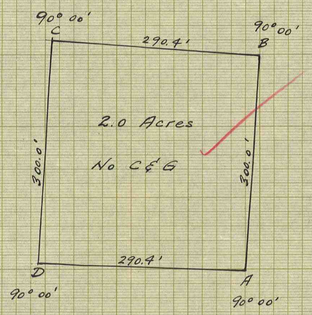
Scale 1" = 100'
Borrow Pit No. 1
Property Owner: Jeff McFaddin
Located: 800' Rt. Sta. 437+50
Area = 1.248 Acres
Cost of Pit
1.25 Acres @ $200.00 = $250.00
C & G = 1.25 Acres



Scale 1" = 100'
Sand Clay Pit No. 1
Property Owner: H. L. Reaves
Located: 11,616' South West of Sta. 364+25
Area = 21780 sq ft = 0.5 Acres
Cost of Pit
0.5 Acres @ $200.00 = $100.00
C & G = 0.5 Acres



Scale 1" = 100'
Borrow Pit No. 2 & No. 2A
Property Owner: N.C. McFaddin
Located: 400' Rt. 437+50
Area = 1.316 Acres
Cost of Pit
1.316 Acres @ $200.00 = $263.20
C & G = 0.0



Scale 1" = 100'
Shoulder Material Pit No. 1
Property Owner, N.C. McFaddin
Located: 1000' Rt. Sta. 437+50
Area = 87120 sq ft = 2.0 Acres
Cost of Pit
2.0 Acres @ $50.00 = $100.00
C & G = 0.0

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Quantities Transferred and Inked by

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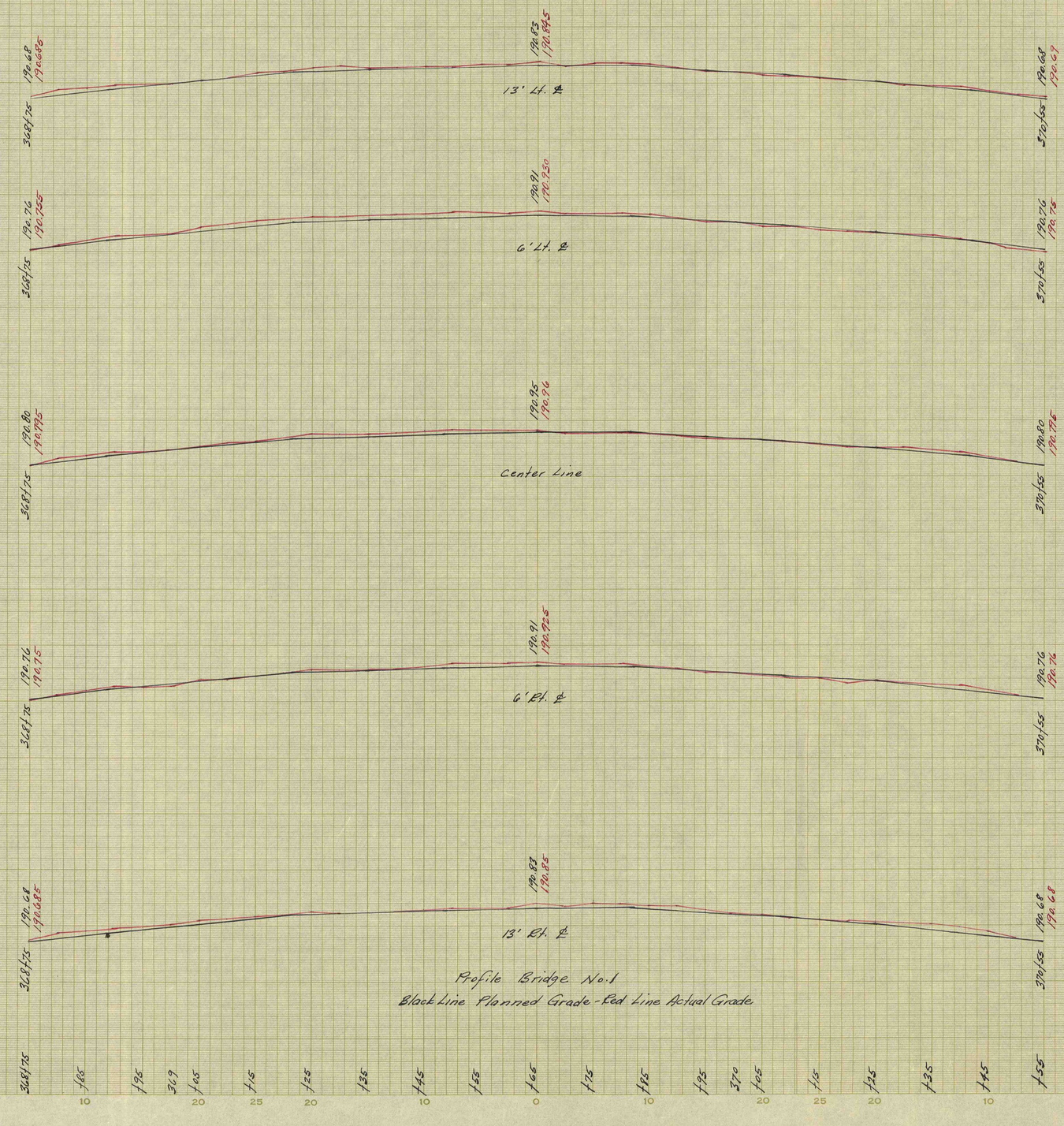
CROSS SECTIONS

Scale 1 inch = 10 feet Horz.
" 1 " = 0.25 " Vert.

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	301	55	63



See Note Book No. 2, Pages 39-44

Profile Bridge No. 1
Black Line Planned Grade - Red Line Actual Grade

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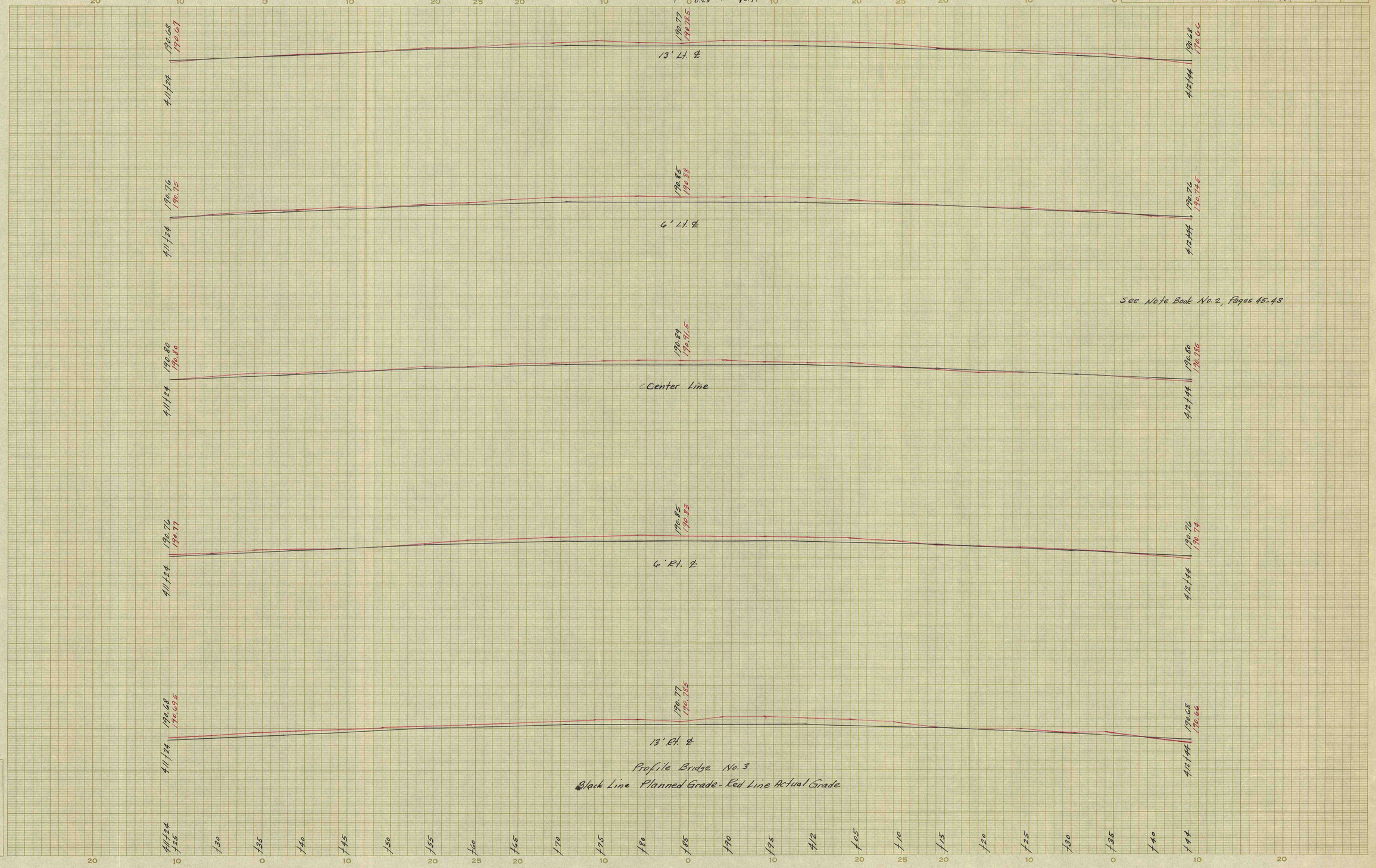
Quantities Transferred and Inked by _____

CROSS SECTIONS

Scale 1 inch = 5 feet Horz.
" 1 " 0.25 " Vert.

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	301	56	63



See Note Book No. 2, Pages 45-48

Profile Bridge No. 3

Black Line Planned Grade - Red Line Actual Grade

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Template Sections Revised by
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Final Areas by
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Quantities Transferred and Inked by

CROSS SECTIONS

Scale 1 inch = 5 feet Horz.
1 " = 0.25 " Vert.

FED. ROAD DIV. NO.	STATE	COUNTY	DOCKET NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	CLARENDON	14.297	F-330(4)	301	57	63

20 10 0 10 20 25 20 10 10 20 25 20 10 0

13' Lt. ℄

430+60	190.68	190.675	190.77	190.76	431+40
	190.76	190.765	190.85	190.835	
430+60					431+80

6' Lt ℄

430+60	190.76	190.765	190.85	190.835	431+80
	190.80	190.81	190.89	190.89	
430+60					431+80

Center Line

430+60	190.80	190.81	190.89	190.89	431+80
	190.76	190.765	190.85	190.835	
430+60					431+80

6' Lt ℄

430+60	190.76	190.765	190.85	190.835	431+80
	190.68	190.675	190.77	190.76	
430+60					431+80

See Note Book No. 2, Pages 49-52

13' Rt. ℄

430+60	190.68	190.675	190.77	190.76	431+80
	190.68	190.67	190.77	190.75	
430+60					431+80

6' Rt. ℄

430+60	190.68	190.67	190.77	190.75	431+80
	190.26	190.265	190.85	190.84	
430+60					431+80

430+60	190.26	190.265	190.85	190.84	431+80
	190.76	190.77			

430+60 430+65 430+70 430+75 430+80 430+85 430+90 430+95 431+00 431+05 431+10 431+15 431+20 431+25 431+30 431+35 431+40 431+45 431+50 431+55 431+60 431+65 431+70 431+75 431+80

20 10 0 10 20 25 20 10 0 10 20 25 20 10 0 10 20

Profile Bridge No. 4

Black Line Planned Grade - Red Line Actual Grade

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