



South Carolina Department of Transportation

PROPOSED PLANS FOR

DILLON COUNTY

PROJECT ID: P031751

S-45 (LESTER RD.)

BRIDGE OVER LITTLE PEE DEE SWAMP

Design Reference for these plans is the:
2011
AASHTO "A Policy on Geometric Design of Highways and Streets"

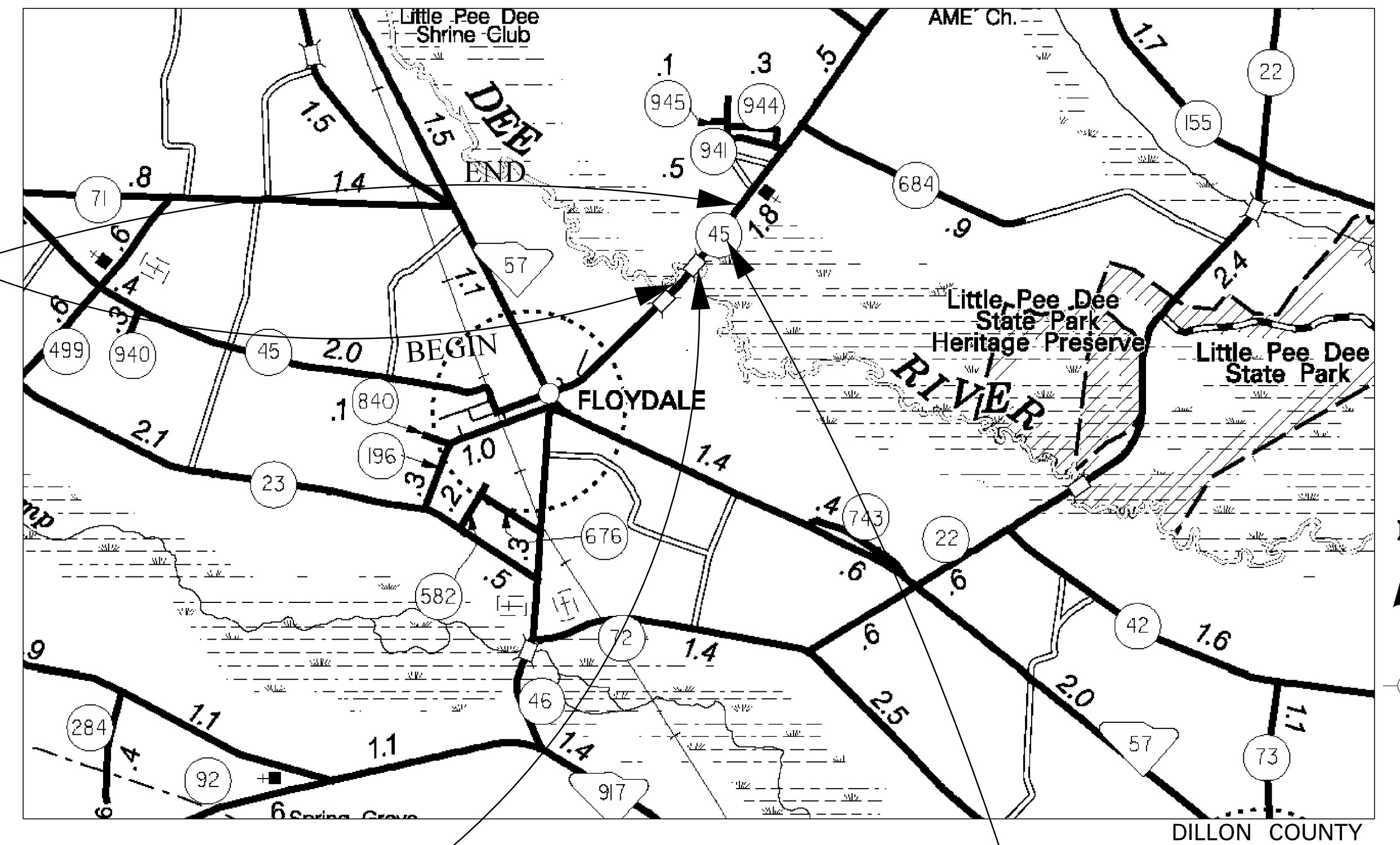
Hydraulic Design Reference for these plans is the:
2009
Edition of SCDOT's "Requirements for Hydraulic Design Studies"

NPDES PERMIT INFORMATION
Disturbed Area = 2.127 Acre (s)
Project Area = 4.127 Acre (s)

Approximate Location of Roadway is
Begin
Latitude 34° 19' 55.00" N
Longitude 79° 19' 31.31" W
End
Latitude 34° 20' 6.61" N
Longitude 79° 19' 19.61" W

Hydraulic and NPDES Design provided by:
SCDOT
Designs may be obtained from the SCDOT Regional Production Group

PROJECT: P031751 S-45 (Lester Rd.)
STA. 40+00.00 TO STA. 56+50.00
SEE SEETS 6-7



ENVIRONMENTAL PERMIT INFORMATION			
USACE PERMIT	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	
NEPA DOCUMENT	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	
401 CERTIFICATION	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	
OCRM CAP	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
NAVIGABLE WATERS	<input checked="" type="checkbox"/> SC	<input type="checkbox"/> USCG	<input type="checkbox"/> USACE <input type="checkbox"/> N/A

3 DAYS BEFORE DIGGING IN
SOUTH CAROLINA
CALL 811
SOUTH CAROLINA 811 (SC811)
WWW.SC811.COM
ALL UTILITIES MAY NOT BE A MEMBER OF SC811

RAILROAD INVOLVEMENT?
YES / NO

TRAFFIC DATA		
2018	ADT	1250
2038	ADT	1550
	TRUCKS	8 %

CONSTRUCT 120'x44' CONCRETE BRIDGE
STA. 45+32.26 TO STA. 46+52.26
(BRIDGE PLANS BOUND SEPARATELY)

LAYOUT

SCALE 1 INCH = NTS FEET

	S-45	BOAT RAMP RELOC.	TOTAL	
NET LENGTH OF ROADWAY	0.256	0.064	0.320	MILES
NET LENGTH OF BRIDGES	0.057		0.057	MILES
NET LENGTH OF PROJECT	0.313	0.064	0.377	MILES
LENGTH OF EXCEPTIONS				MILES
GROSS LENGTH OF PROJECT	0.313	0.064	0.377	MILES

EQUALITIES IN STATIONING

NONE

NOTE: EXCEPT AS MAY OTHERWISE BE SPECIFIED ON THE PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIALS AND WORKMANSHIP ON THIS PROJECT SHALL CONFORM TO THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2007 EDITION) AND THE STANDARD DRAWINGS FOR ROAD CONSTRUCTION IN EFFECT AT THE TIME OF LETTING.

RPG 2 PEEDEE (CRE)

CONSTRUCT 180'x44' CONCRETE BRIDGE
STA. 49+60.44 TO STA. 51+40.44
(BRIDGE PLANS BOUND SEPARATELY)

	RIGHT-OF-WAY		CONSTRUCTION	
	INITIAL	DATE	INITIAL	DATE
RPG - ROAD				
RPG - HYDROLOGY				
RPG - STRUCTURES				
RPG - GEOTECHNICAL				
PRECONSTRUCTION SUPPORT - ROAD				
PRECONSTRUCTION SUPPORT - STRUCTURES				
RPG - DESIGN MANAGER				
RPG - PROGRAM MANAGER				

For Right Of Way Acquisition:

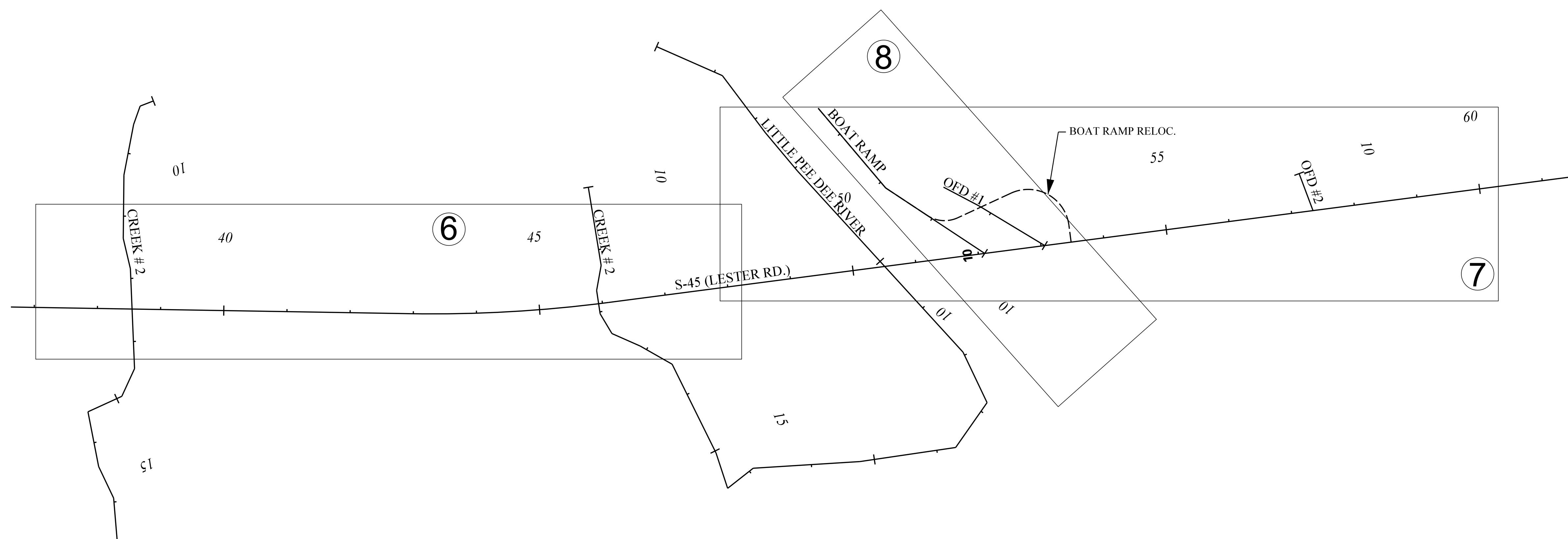
Regional Production Engineer
Date _____

ENGINEER OF RECORD

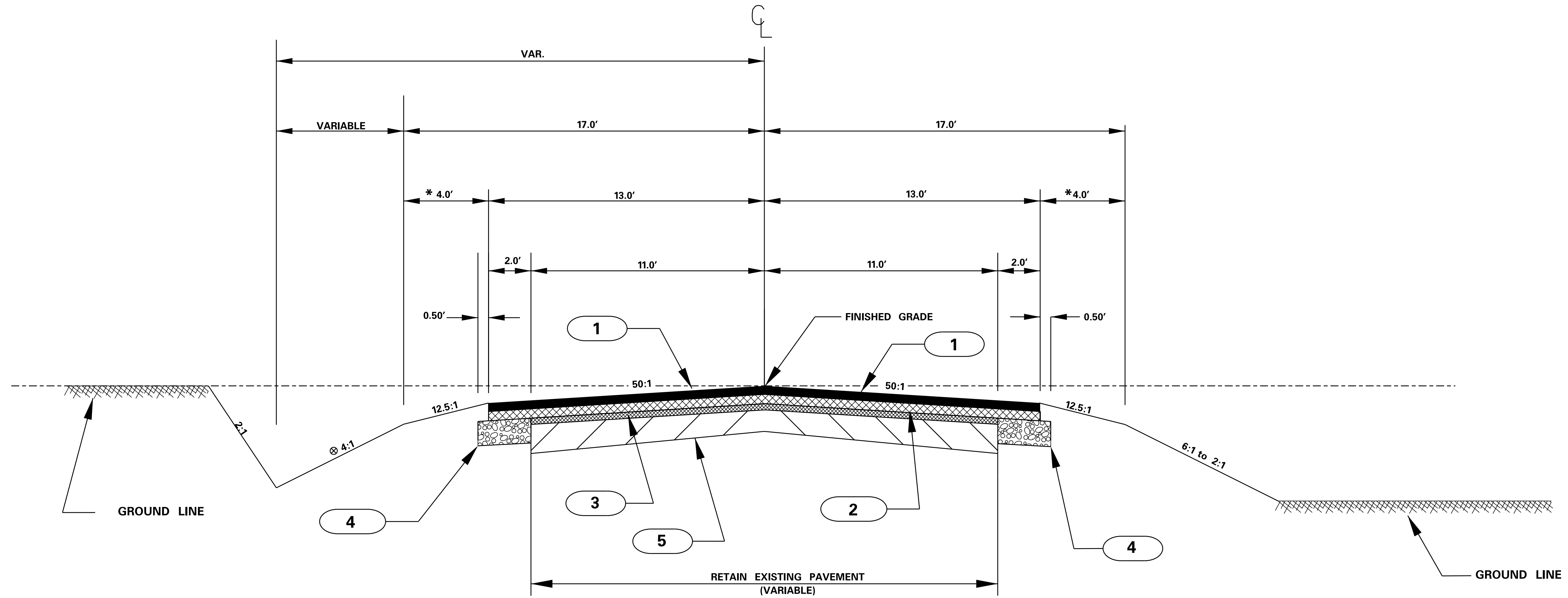
FOR CONSTRUCTION: _____
DATE _____

INDEX OF SHEETS

SHEET NO.	DESCRIPTION	SHEET SUBTOTALS
1	TITLE SHEET	1
IL1	INDEX LAYOUT SHEETS	1
2	SUMMARY OF ESTIMATED QUANTITIES	-
2A	MOVING ITEMS	-
3-3A	TYPICAL SECTION	2
4	R/W DATA SHEET	1
4A	PROPERTY STRIP MAP	1
5	GENERAL CONSTRUCTION NOTE	-
5A	REFERENCE SHEET	-
6-11	PLAN AND PROFILE SHEETS	6
TC	TRAFFIC CONTROL PLANS	-
PM	PAVEMENT MARKING PLANS	-
EC1	EROSION CONTROL DATA SHEET	-
X1-X9	CROSS SECTIONS	11
		<hr/> 23



TYPICAL SECTION OF IMPROVEMENT SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION COLUMBIA, S.C.



USE THIS SECTION ON ROAD S-45

FROM STA. 40 + 00.00 TO STA. 45 + 32.26
FROM STA. 46 + 52.26 TO STA. 49 + 60.44
FROM STA. 51 + 60.44 TO STA. 57 + 50.00

* WIDEN 3.75' FOR GUARDRAIL

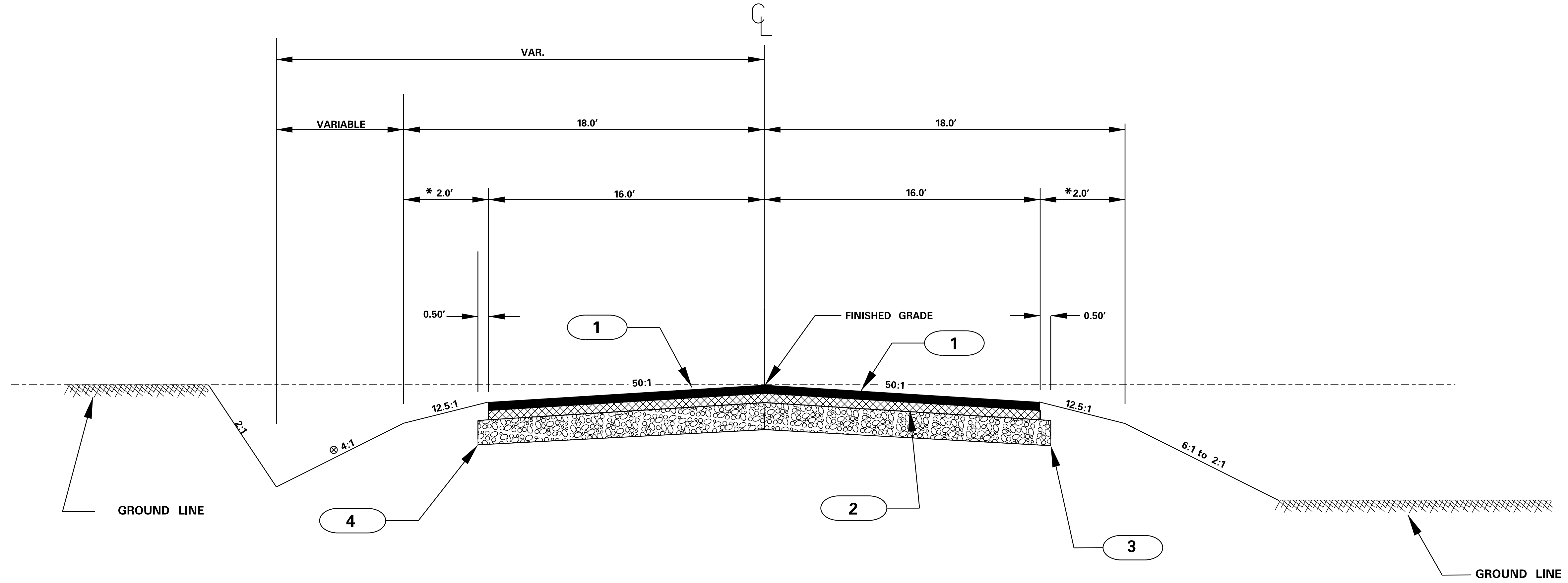
⊗ NOTE:
THIS SLOPE MAY BE VARIED WHEN A DEEPER DITCH IS NECESSARY FOR DRAINAGE PURPOSES, USING A MINIMUM SLOPE OF 12:1 AND A MAXIMUM SLOPE OF 4:1. WHERE A DEEPER DITCH THAN PROVIDED BY A 4:1 IS NECESSARY, THE DITCH SHALL BE PLACED FARTHER FROM THE CL CONTINUING THE 4:1 SLOPE TO PROVIDE FOR THE NECESSARY DEPTH. SEE PROFILE FOR THE SPECIAL DITCH GRADES.

- | | | |
|---|--|--|
| 1 | | HOT MIX ASPHALT SURFACE COURSE TYPE C (150 LBS./S.Y.) |
| 2 | | HOT MIX ASPHALT INTERMEDIATE COURSE TYPE C (200 LBS./SY) |
| 3 | | HOT MIX ASPHALT INTERMEDIATE COURSE TYPE C (200 LBS./S.Y.) (FOR BUILD-UP) |
| 4 | | HOT MIX ASPHALT BASE COURSE TYPE B (600 LBS./S.Y.) |
| 5 | | EXISTING PAVEMENT |

<i>FUNCTIONAL CLASSIFICATION</i>	PAVEMENT DESIGN		RTE. S-45	DESIGN SPEED	SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION ROAD DESIGN COLUMBIA, S.C.	
	LOCAL- GROUP 4		MPH	FROM STA.	TO STA.	TYPICAL SECTION
		60	40 + 00.00	57 + 50.00		
		EXCEPTIONS TO DESIGN SPEED				
			SCALE 1"V= NTS		SCALE 1"= NTS	RTE./RD. S-45

FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROADROUTE NO.	SHEET NO.
3	S.C.	DILLON	P031751	S-45	3A

TYPICAL SECTION OF IMPROVEMENT SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION COLUMBIA, S.C.



**USE THIS SECTION
ON BOAT RAMP RELOC.**

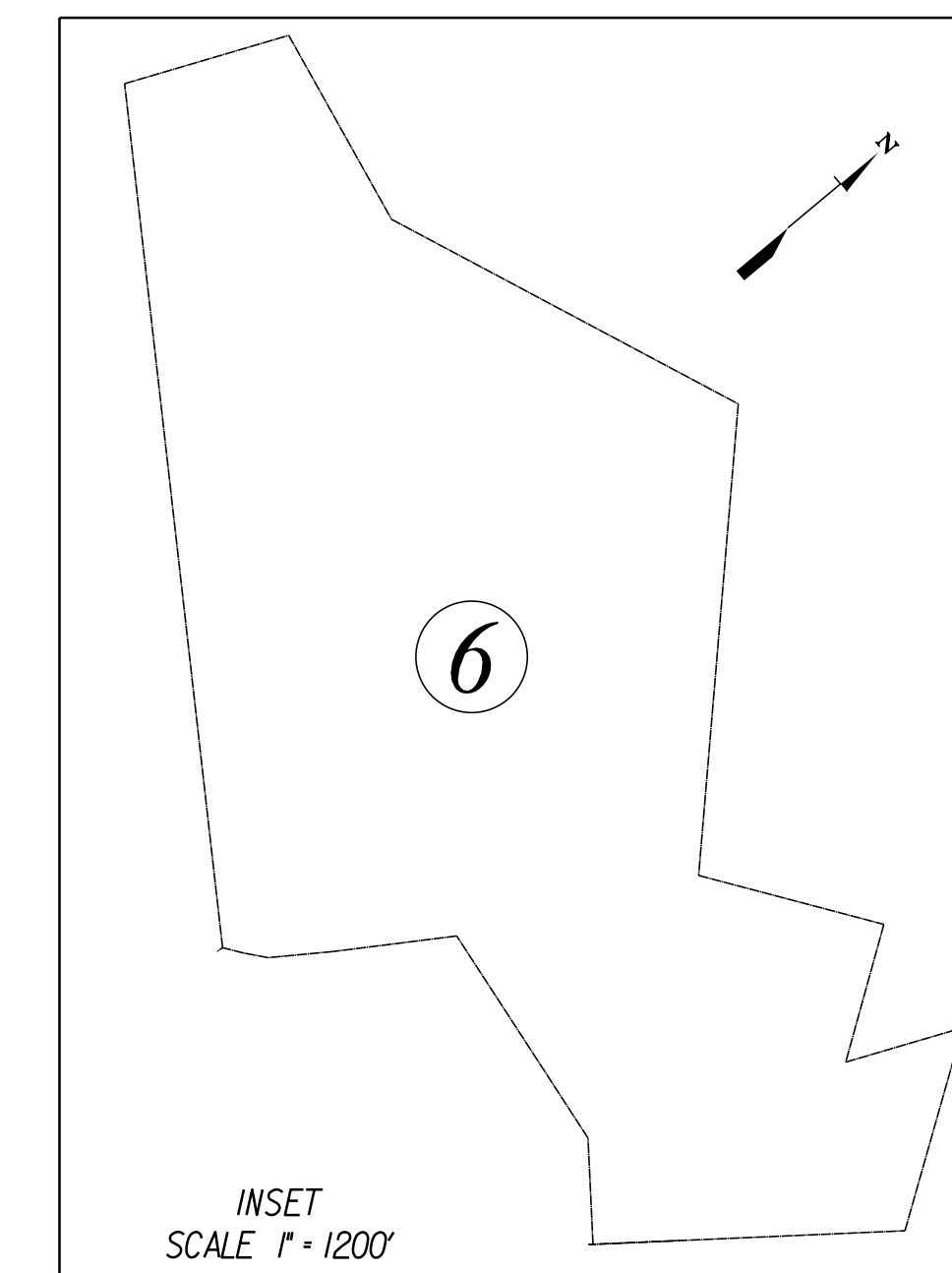
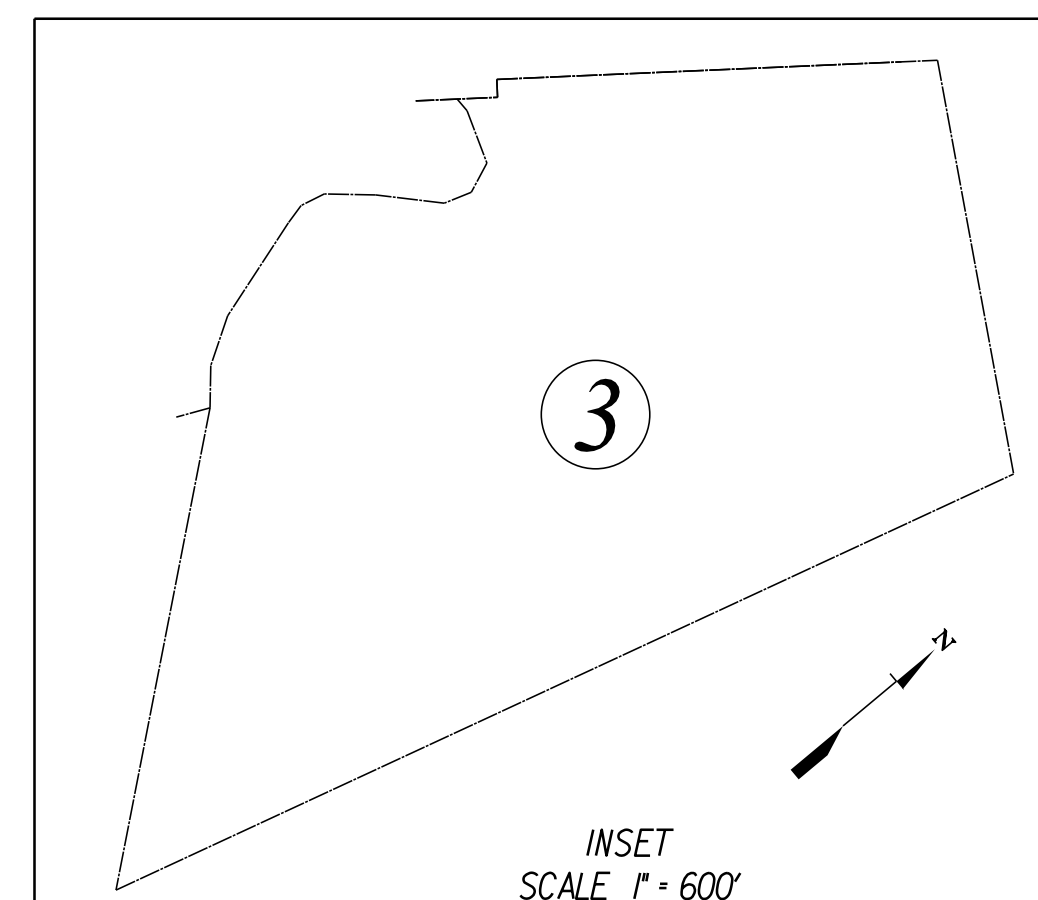
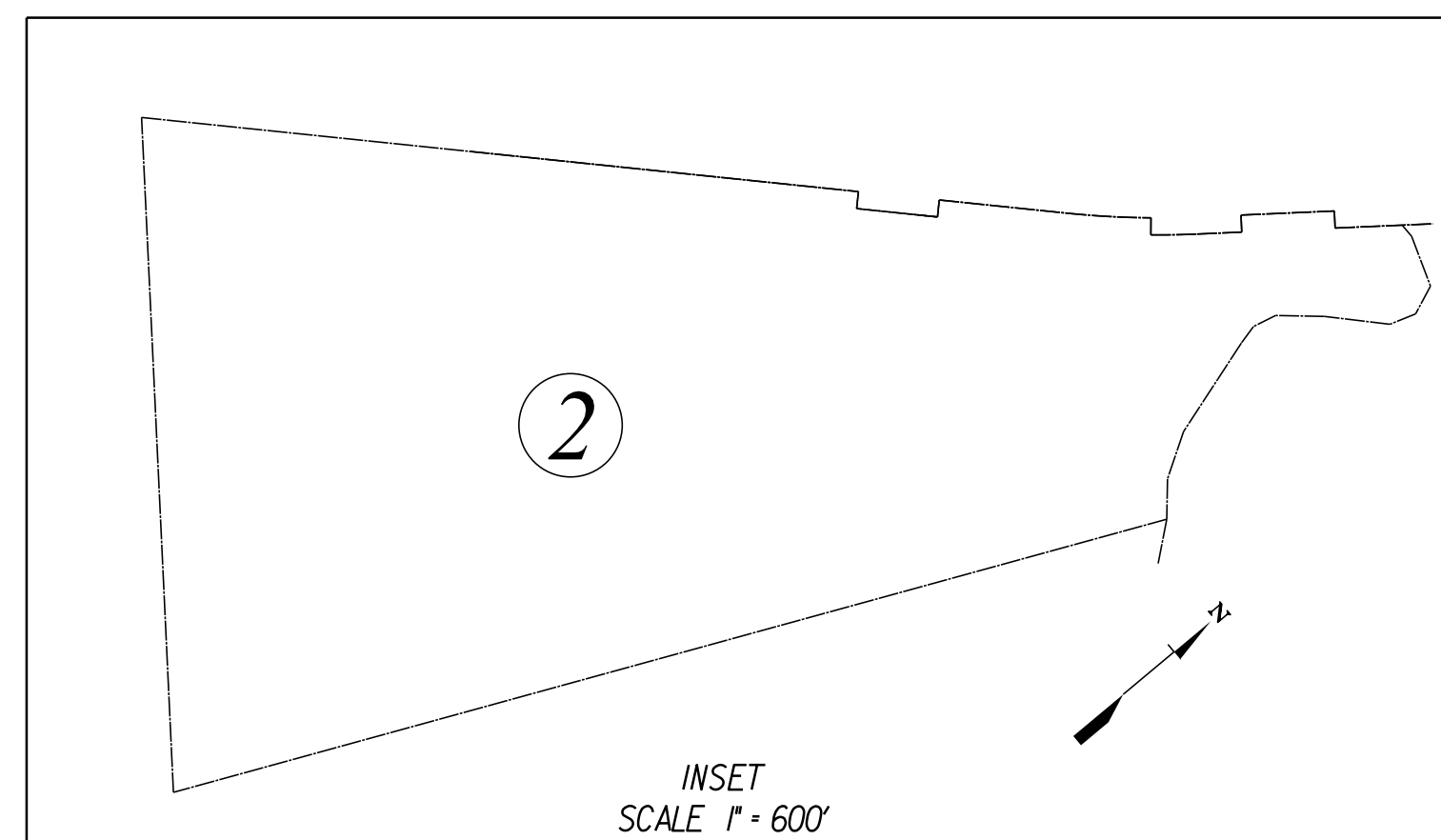
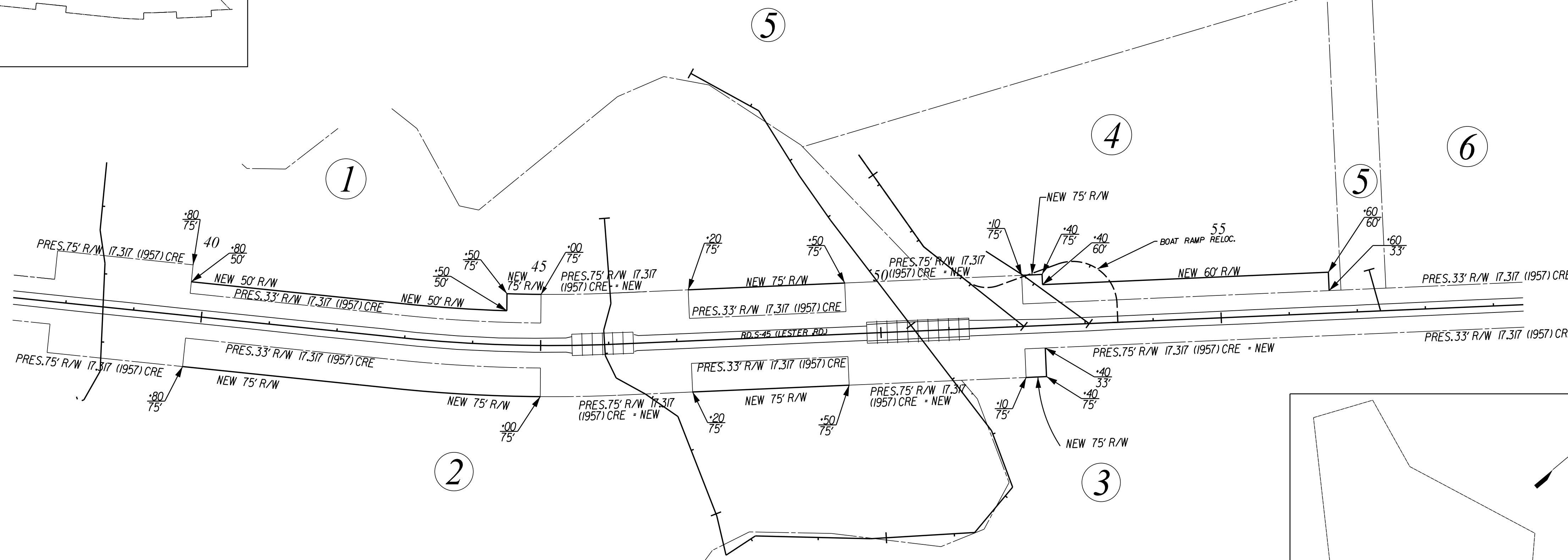
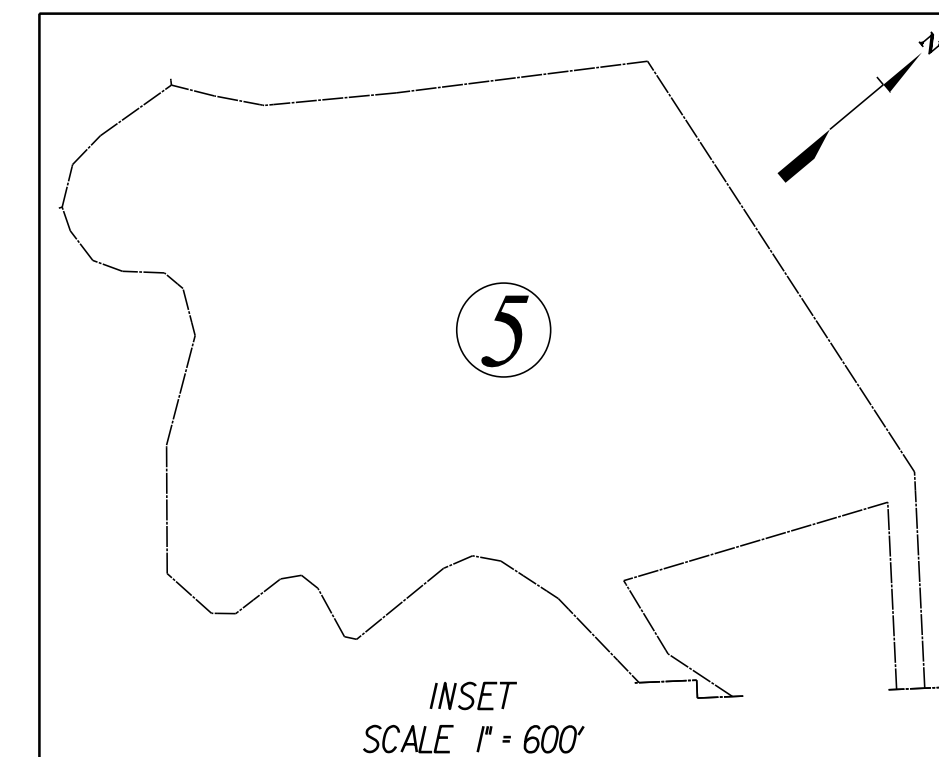
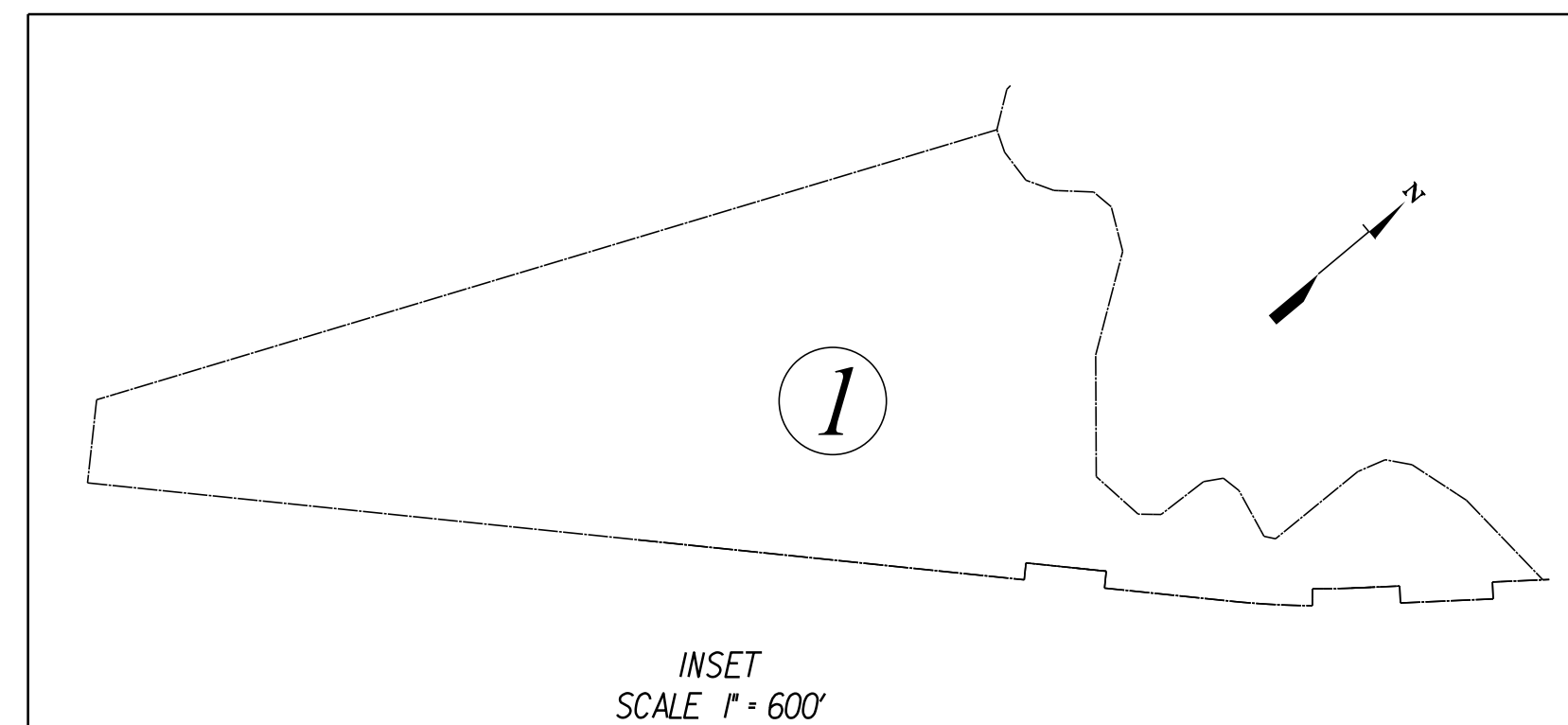
FROM STA. 10+11.00 TO STA. 13+50.00

* WIDEN 3.75' FOR GUARDRAIL

⊗
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 CL CONTINUING THE 4:1 SLOPE TO PROVIDE FOR THE NECESSARY DEPTH. SEE PROFILE FOR THE SPECIAL DITCH GRADES.

- 1 HOT MIX ASPHALT SURFACE COURSE TYPE C (150 LBS./S.Y.)
- 2 HOT MIX ASPHALT INTERMEDIATE COURSE TYPE C (200 LBS./SY)
- 3 HOT MIX ASPHALT BASE COURSE TYPE B (600 LBS./S.Y.)

	FUNCTIONAL CLASSIFICATION	PAVEMENT DESIGN	DESIGN SPEED		SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION ROAD DESIGN COLUMBIA, S.C.	
			RTE.	MPH		
EXCEPTIONS TO DESIGN SPEED		FROM STA.	TO STA.	TYPICAL SECTION		
SCALE 1"V= NTS		SCALE 1"= NTS				RTE./RD. S-45
SCALE 1"V= NTS		SCALE 1"= NTS				



5					SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION COLUMBIA, S.C. PROPERTY STRIP MAP	SCALE 1" = 150' S-45
4						
3						
2						
1						
REV. NO.	BY	DATE	DESCRIPTION OF REVISION			

FED. RD. DIST. NO.	STATE	COUNTY	PROJECT ID	ROAD NO.	SHEET NO.
3	S.C.	DILLON	P031751	S-45	54

Details of Alignment 1 - S45 LESTER RD.

21 POT Sta. = 28+18.3800 Bearing = N 45°47'35" E 1476.5559'
N = 912247.97045 E = 2504540.35165

22 PC Sta. = 42+94.9359 Bearing = S 134°12'25" E SEE NEXT
N = 913277.50155 E = 2505598.78592

23 PI Sta. = 44+52.6034
N = 913387.43549 E = 2505711.80615

Delta = 08°23'38" Left Chord = 314.4894
Radius = 2148.6194 External = 5.7771
Degree = 02°40'00" Back = S 45°47'35" W
ArcLength = 314.7708 Ahead = N 37°23'57" E
Tangent = 157.6675 ChordBear = N 41°35'46" E

24 PT Sta. = 46+09.7068 Bearing = N 52°36'03" W 2148.5918'
N = 913512.69004 E = 2505807.56805

25 RP
N = 914817.67171 E = 2504100.67928

26 POT Sta. = 61+59.5444
N = 914743.91531 E = 2506748.88680

Details of Alignment 3 - CREEK NO.1

38 POT Sta. = 10+00.0000 Bearing = S 54°29'09" E 125.3995'
N = 913618.69059 E = 2505655.63076

39 PI Sta. = 11+25.3995 Bearing = S 34°58'09" E 40.3390'
N = 913545.84570 E = 2505757.70260

40 PI Sta. = 11+65.7385 Bearing = S 53°42'36" E 21.2540'
N = 913512.78947 E = 2505780.82230

41 PI Sta. = 11+86.9925 Bearing = S 53°42'36" E 16.2188'
N = 913500.20978 E = 2505797.95371

42 PI Sta. = 12+03.2114 Bearing = S 76°01'43" E 36.4000'
N = 913490.61027 E = 2505811.02660

43 PI Sta. = 12+39.6114 Bearing = N 68°41'41" E 48.8317'
N = 913481.82200 E = 2505846.34980

44 PI Sta. = 12+88.4432 Bearing = N 74°28'52" E 58.2177'
N = 913499.56430 E = 2505891.84430

45 PI Sta. = 13+46.6609 Bearing = S 71°27'36" E 156.7032'
N = 913515.14090 E = 2505947.93950

46 PI Sta. = 15+03.3641 Bearing = S 63°21'25" E 59.0431'
N = 913465.31450 E = 2506096.51010

47 POT Sta. = 15+62.4071
N = 913438.83782 E = 2506149.28385

Equality: Sta = 22+43.7990 Aln = #4 PN = 37 POT

Beginning chain BOATRELOC description

Point 100602 N 914,099.2638 E 2,506,256.0261 Sta 10+00.00

Course from 100602 to PC BOATRELOC-1 N 52° 36' 02.54" W Dist 27.1729

Curve Data

Curve BOATRELOC-1
P.I. Station 11+15.64 N 914,169.4976 E 2,506,164.1618
Delta = 107° 23' 08.88" (LT)
Degree = 88° 08' 50.47"
Tangent = 88.4638
Length = 121.8253
Radius = 65.0000
External = 44.7763
Long Chord = 104.7611
Mid. Ord. = 26.5127
P.C. Station 10+27.17 N 914,115.7677 E 2,506,234.4394
P.T. Station 11+49.00 N 914,086.3759 E 2,506,133.8858
C.C. N 914,064.1302 E 2,506,194.9606
Back = N 52° 36' 02.54" W
Ahead = S 20° 00' 48.58" W
Chord Bear = S 73° 42' 23.02" W

Course from PT BOATRELOC-1 to PC BOATRELOC-2 S 20° 00' 48.58" W Dist 92.5039

Curve Data

Curve BOATRELOC-2
P.I. Station 12+69.39 N 913,973.2516 E 2,506,092.6818
Delta = 58° 18' 25.15" (RT)
Degree = 114° 35' 29.61"
Tangent = 27.8908
Length = 50.8824
Radius = 50.0000
External = 7.2529
Long Chord = 48.7151
Mid. Ord. = 6.3341
P.C. Station 12+41.50 N 913,999.4582 E 2,506,102.2272
P.T. Station 12+92.38 N 913,967.6055 E 2,506,065.3684
C.C. N 914,016.5703 E 2,506,055.2466
Back = S 20° 00' 48.58" W
Ahead = S 78° 19' 13.72" W
Chord Bear = S 49° 10' 01.15" W

Course from PT BOATRELOC-2 to 100603 S 78° 19' 13.72" W Dist 78.8274
Point 100603 N 913,951.6479 E 2,505,988.1731 Sta 13+71.21
Course from 100603 to 100604 N 85° 23' 32.03" W Dist 165.3378
Point 100604 N 913,964.9301 E 2,505,823.3697 Sta 15+36.55

Ending chain BOATRELOC description

Details of Alignment 2 - CREEK NO.2

48 POT Sta. = 10+00.0000 Bearing = S 23°39'43" W 22.4475'
N = 913226.92035 E = 2505073.34476

49 PI Sta. = 10+22.4475 Bearing = S 25°36'29" E 30.8028'
N = 913206.36005 E = 2505064.33572

50 PI Sta. = 10+53.2503 Bearing = S 34°19'56" E 81.6405'
N = 913178.58298 E = 2505077.64912

51 PI Sta. = 11+34.8908 Bearing = S 44°32'53" E 100.3913'
N = 913111.16580 E = 2505123.69367

52 PI Sta. = 12+35.2820 Bearing = S 58°24'50" E 49.2826'
N = 913039.62063 E = 2505194.11875

53 PI Sta. = 12+84.5647 Bearing = S 47°32'39" E 63.9687'
N = 913013.80735 E = 2505236.10029

54 PI Sta. = 13+48.5333 Bearing = S 47°32'39" E 94.4901'
N = 912970.62704 E = 2505283.29618

55 PI Sta. = 14+43.0235 Bearing = S 20°28'58" E 48.2641'
N = 912906.84406 E = 2505353.01071

56 PI Sta. = 14+91.2876 Bearing = S 20°15'08" W 58.9102'
N = 912861.63133 E = 2505369.89965

57 PI Sta. = 15+50.1978 Bearing = S 56°11'45" E 88.3890'
N = 912806.36308 E = 2505349.50765

58 PI Sta. = 16+38.5868 Bearing = S 70°32'59" E 55.3303'
N = 912757.18737 E = 2505422.95399

59 PI Sta. = 16+93.9171 Bearing = S 49°55'41" E 69.1200'
N = 912738.76294 E = 2505475.12658

60 POT Sta. = 17+63.0370
N = 912694.26705 E = 2505528.01973

Details of Alignment 4 - LITTLE PEE DEE RIVER

27 POT Sta. = 10+00.0000 Bearing = N 68°39'23" E 113.8473'
N = 913852.38730 E = 2505573.82620

28 PI Sta. = 11+13.8473 Bearing = S 82°06'33" E 112.8260'
N = 913893.82310 E = 2505679.86530

29 PI Sta. = 12+26.6733 Bearing = S 85°08'33" E 79.4219'
N = 913878.33380 E = 2505791.62300

30 PI Sta. = 13+06.0953 Bearing = S 87°33'42" E 204.7409'
N = 913871.60860 E = 2505870.75970

31 PI Sta. = 15+10.8361 Bearing = S 87°33'42" E 183.9132'
N = 913862.89768 E = 2506075.31517

32 PI Sta. = 16+94.7493 Bearing = S 70°36'35" E 88.4710'
N = 913855.07290 E = 2506259.06180

33 PI Sta. = 17+83.2203 Bearing = S 10°11'29" E 86.7044'
N = 913825.70050 E = 2506342.51470

34 PI Sta. = 18+69.9247 Bearing = S 36°27'22" W 153.1245'
N = 913740.36410 E = 2506357.85580

35 PI Sta. = 20+23.0492 Bearing = S 41°15'44" W 169.3169'
N = 913617.20430 E = 2506266.86810

36 PI Sta. = 21+92.3660 Bearing = S 06°36'28" W 51.4329'
N = 913489.92910 E = 2506155.20240

37 POT Sta. = 22+43.7990
N = 913438.83782 E = 2506149.28385

Equality: Sta = 15+62.4071 Aln = #3 PN = 47 POT

CONTROL POINT INFORMATION

POINT	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING	ELEV.	DESC.
1	S-45	46+56.56	13.52	913538.8052	2505843.5476	78.07	#5 REBAR
2	S-45	54+47.63	13.36	914166.5715	2506324.9012	77.06	#5 REBAR
3	S-45	42+89.17	14.03	913260.5915	250601.2859	78.12	#5 REBAR

S45 LEFT Station-Offset	Description	S45 RIGHT Station-Offset	Description
45+47--18.2	WATER LINE	39+71--25.5	P.POLE
45+51--16.3	CONC BRIDGE	42+72--26.5	23378 P.POLE
45+51--16.3	GUARD RAIL	45+51--15.3	GUARD RAIL
46+41--15.8	GUARD RAIL	45+51--15.1	CONC BRIDGE
46+41--16.0	CONC BRIDGE	45+56--60.5	GUY WIRE
46+41--16.0	CONC BRIDGE	45+57--58.7	GUY WIRE
46+47--18.1	WATER LINE	45+57--42.2	P.POLE
		46+41--15.0	CONC BRIDGE
		46+41--15.4	GUARD RAIL
		47+67--41.5	P.POLE
		49+63--40.7	P.POLE
		49+84--14.8	CONC BRIDGE

S-45 (LESTER RD.) CURVE DATA	BOAT RAMP RELOC. CURVE DATA	BOAT RAMP RELOC. CURVE DATA
PI = 44+52.60 N Δ = 8° 23' 38" (LT) D = 2° 40' 00" T = 157.67' L = 314.77' E = 5.78' R = 2148.62' DS = 60 MPH eMAX = 8.0% e = 6.4% PC-LG% = 0.5% PT-LG% = 0.5%	PI = 11+15.64 N Δ = 107° 23' 09" (LT) D = 88° 08' 50" T = 88.46' L = 121.83' E = 44.78' R = 65' DS = 20 MPH eMAX = 4.0% TABLE e = NC PC-LG% = 0.5% PT-LG% = 0.5%	PI = 12+69.39 N Δ = 58° 18' 25" (LT) D = 114° 35' 30" T = 27.89' L = 50.88' E = 7.25' R = 50.00' DS = 20 MPH eMAX = 4.0% TABLE e = NC PC-LG% = 0.5% PT-LG% = 0.5%

Details of Alignment 5 - OUTFALL DITCH NO.1

61 PI Sta. = 10+00.0000 Bearing = S 75°56'46" W 122.0832'
N = 914065.87291 E = 2506230.49749

62 POT Sta. = 11+22.0832
N = 914036.22680 E = 2506112.06850

Details of Alignment 6 - INFALL DITCH NO.2

63 POT Sta. = 10+00.0000 Bearing = S 65°44'17" E 62.5618'
N = 914431.69059 E = 2506433.48874

64 POT Sta. = 10+62.5618
N = 914405.98328 E = 2506490.52485

STATE PLAN COORDINATE INFORMATION

NORTH ORIENTAION: GRID
HORIZONTAL DATUM: NAD83
VERTICAL DATUM: NAVD 88

REV. NO.	BY	DATE	DESCRIPTION OF REVISION

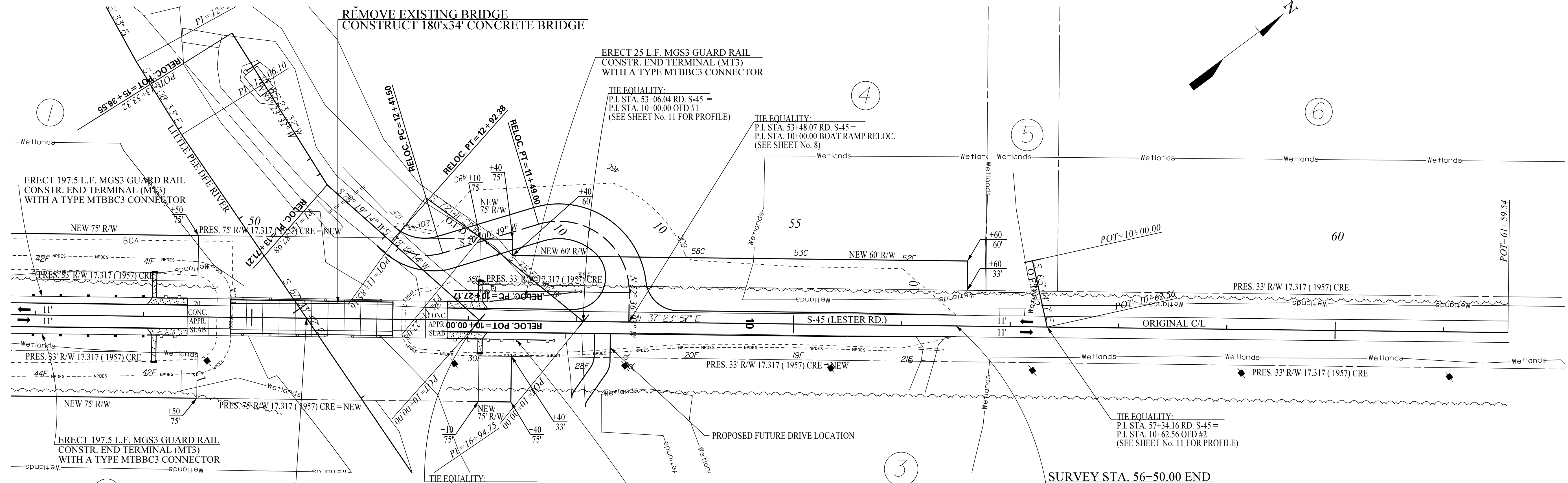
SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION
COLUMBIA, S.C.

REFERENCE SHEET

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 26-APR-2018

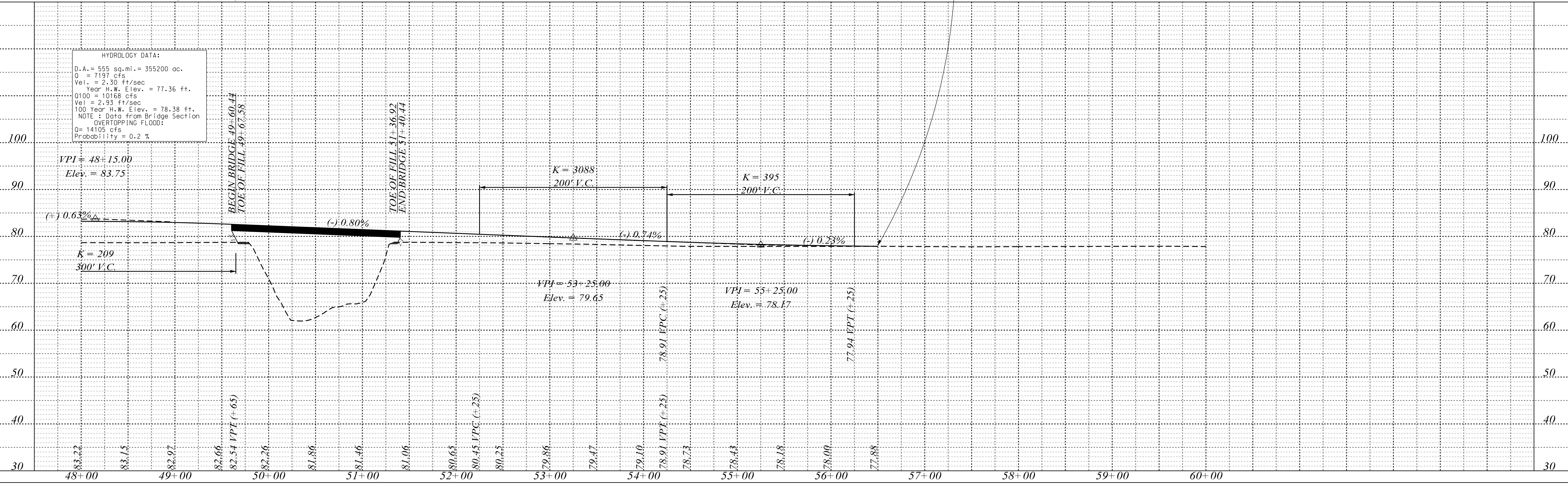
DATE	
BY	
PLANNED	
DESIGNED	
CHECKED	
APPROVED	

DATE	
BY	
PROFILE	
DESIGNED	
CHECKED	
APPROVED	



HYDROLOGY DATA:

D.A. = 555 sq.mi. = 355200 ac.
Q = 7197 cfs
Vel. = 2.30 ft/sec
Year H.W. Elev. = 77.36 ft.
Q100 = 10168 cfs
Vel. = 2.93 ft/sec
100 Year H.W. Elev. = 78.38 ft.
NOTE: Data From Bridge Section
OVERTOPPING FLOOD:
Q = 14105 cfs
Probability = 0.2 %



FED. ROAD DIV. NO.	STATE	COUNTY	PROJECT ID	ROAD NO.	SHEET NO.
3	S.C.	DILLON	P031751	S-45	8

BOAT RAMP RELOC.

PLAN	DATE
DESIGNED	
CHECKED	
NOTED	
BY	

PROFILE	DATE
DESIGNED	
CHECKED	
NOTED	
BY	

P:\Dillon\31751a_s45_washout_dillon\road.dwg 3/7/15 p.f.d.g
 ElledgeCR
 26-APP-208

TIE EQUALITY:
 P.I. STA. 10+00.00 OFD #1 =
 P.I. STA. 53+06.04 RD. S-45
 (SEE SHEET No. 11 FOR PROFILE)

TIE EQUALITY:
 P.I. STA. 10+00.00 BOAT RAMP =
 P.I. STA. 52+10.16 RD. S-45
 (SEE SHEET No. 7)

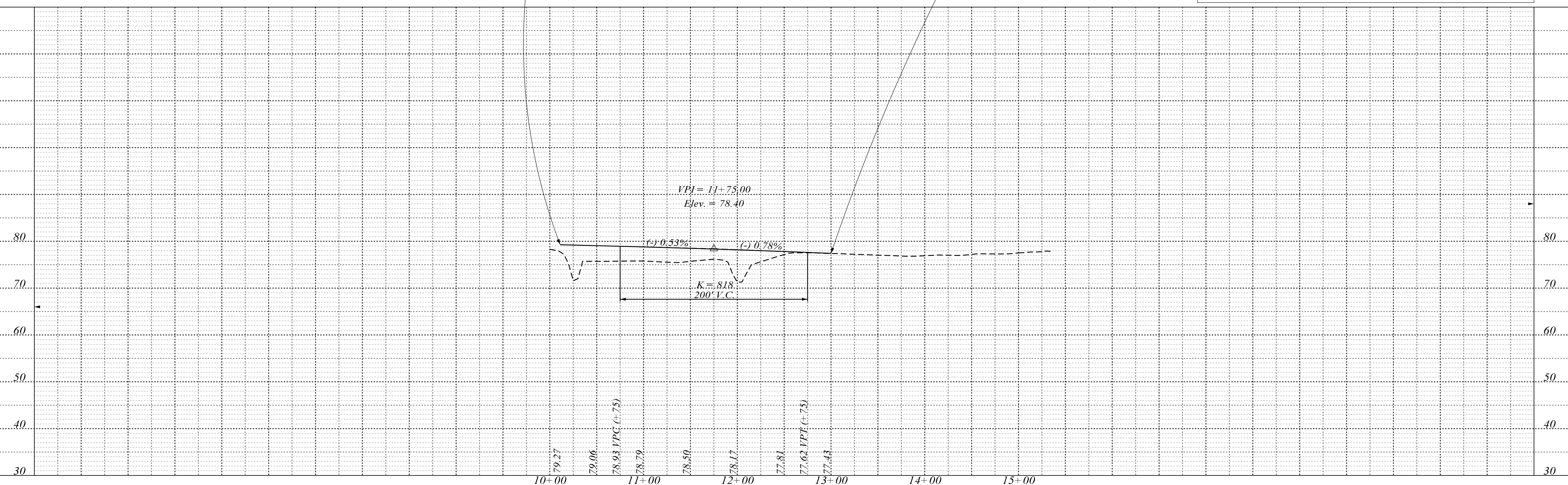
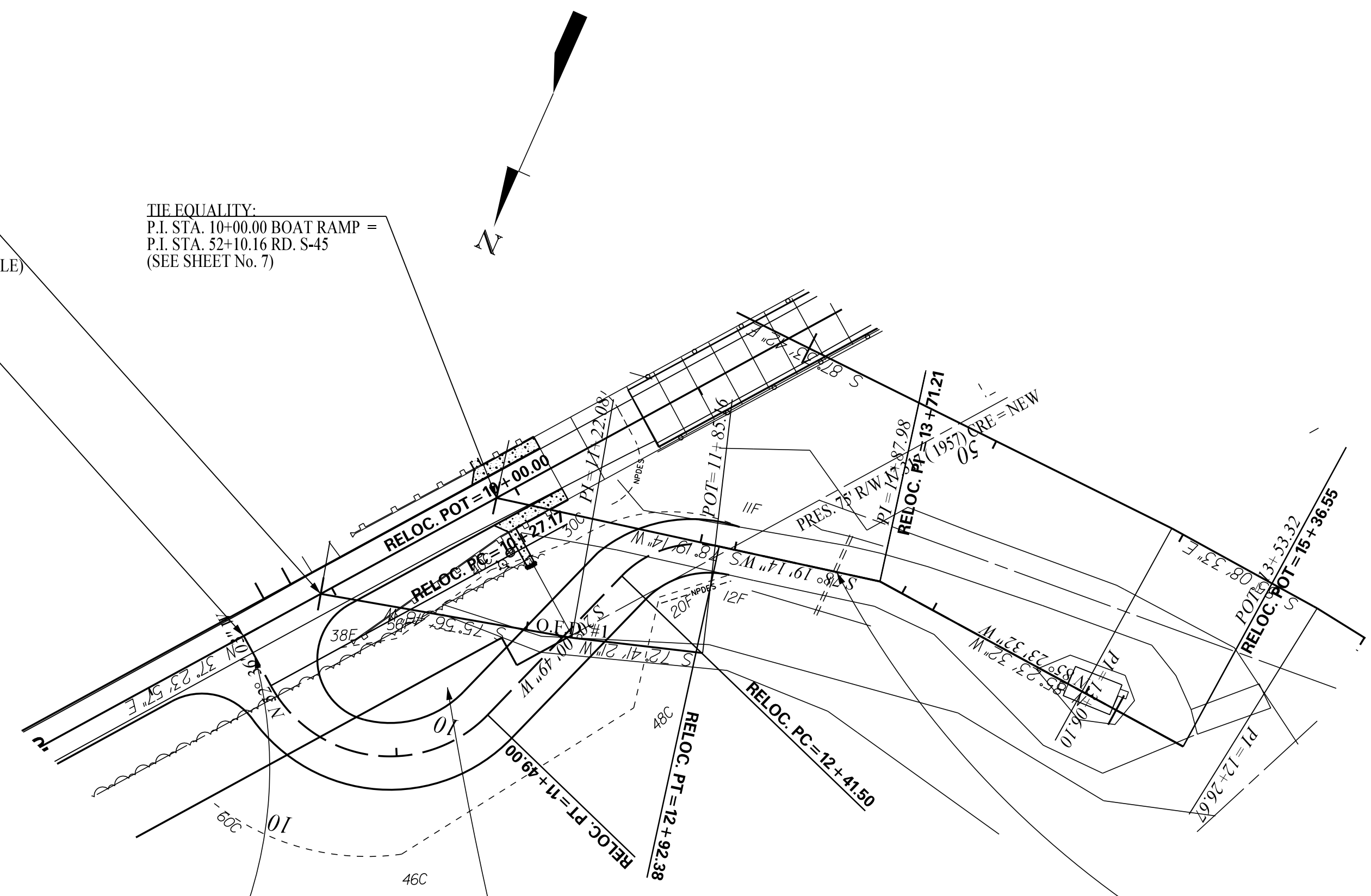
TIE EQUALITY:
 P.I. STA. 10+00.00 BOAT RAMP RELOC. =
 P.I. STA. 53+48.07 RD. S-45
 (SEE SHEET No. 7)

SURVEY STA. 10+11.00 BEGIN
 PROJECT ID P031751
 BOAT RAMP RELOC.

GRADE DITCH BETWEEN S-45 &
 BOAT RAMP RELOC. (STA. 10+50 TO STA. 12+50)
 FOR POSTIVE DRAINAGE TO LITTLE PEE DEE RIVER.

SURVEY STA. 13+50.00 END
 PROJECT ID P031751
 BOAT RAMP RELOC.

ALIGNMENT CONTROL CAN BE FOUND ON REFERENCE SHEET



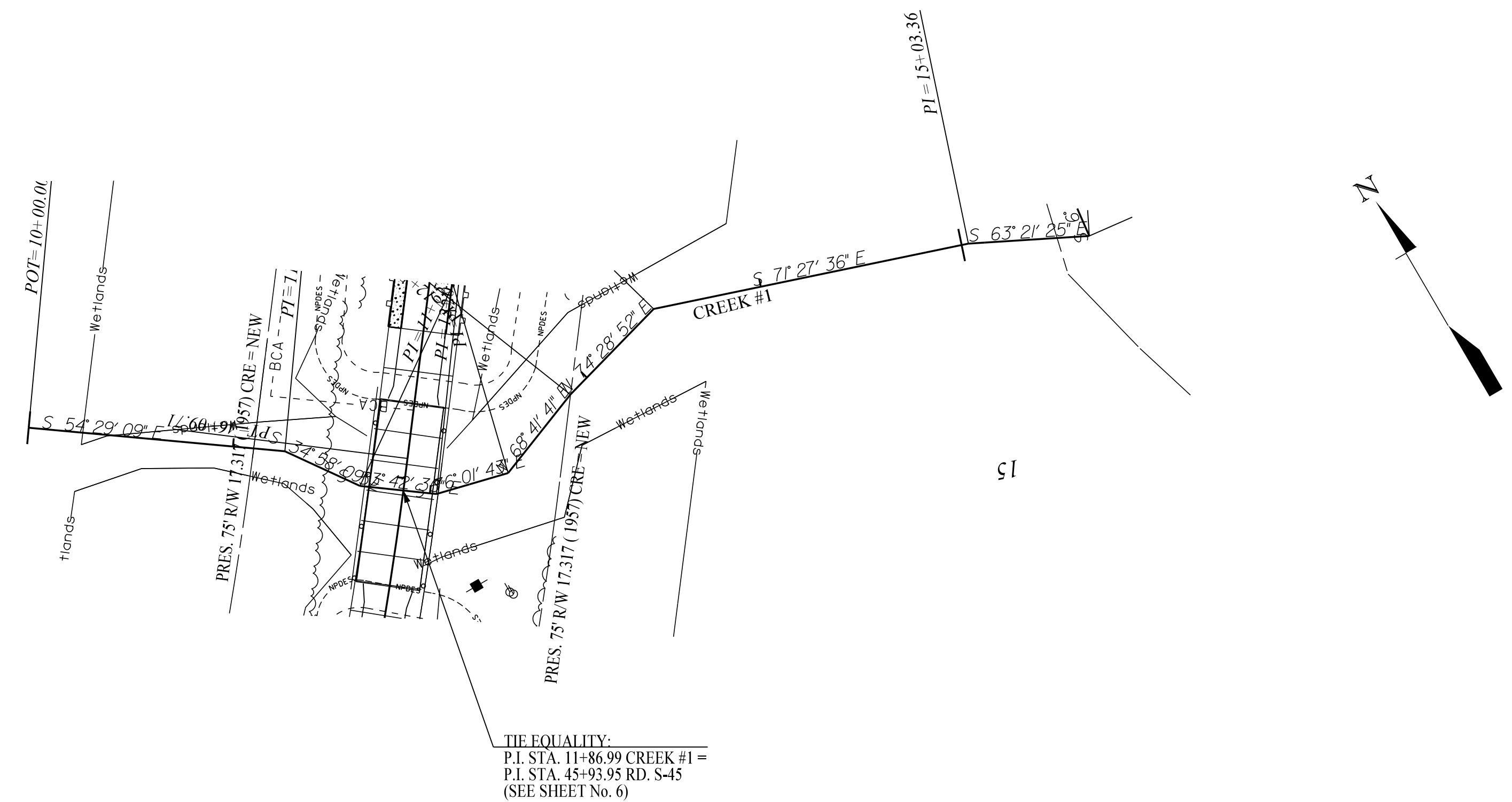
FED. ROAD DIV. NO.	STATE	COUNTY	PROJECT ID	ROAD NO.	SHEET NO.
3	S.C.	DILLON	P031751	S-45	9

CREEK #1

PLAN	DESIGNED	BY	DATE
NOTE BOOK No.	CHECKED		
	ALIGNED		
	BY		
	DATE		

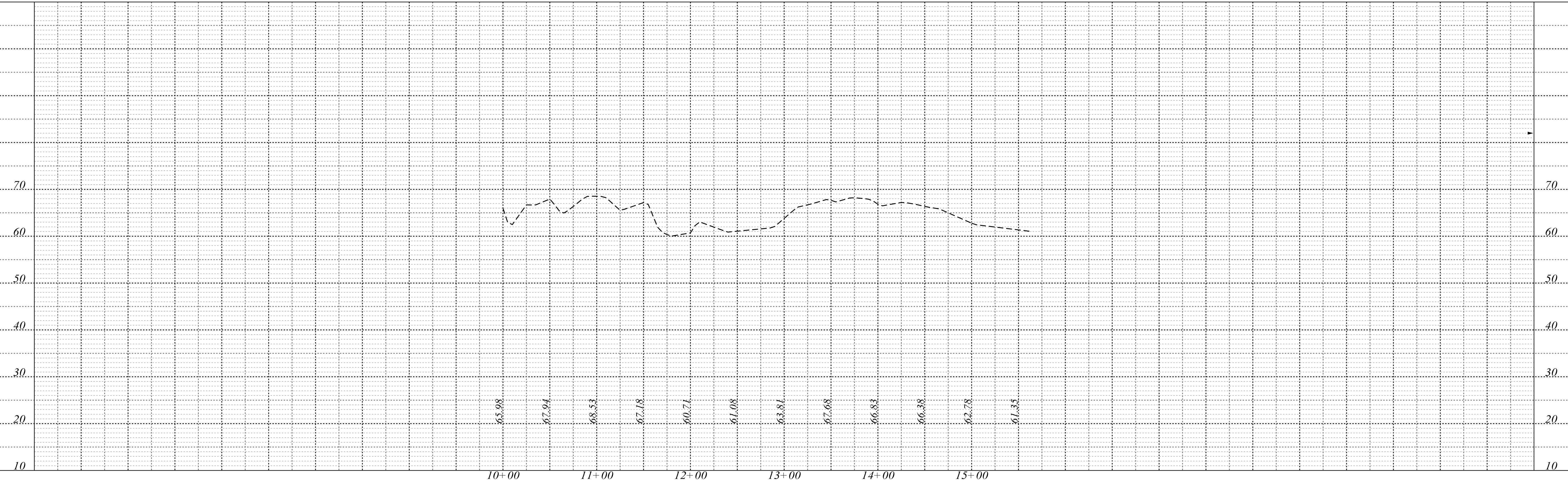
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26-APP-208

PROFILE	DESIGNED	BY	DATE
NOTE BOOK No.	CHECKED		
	GRADES		
	BY		
	DATE		



TIE EQUALITY:
P.I. STA. 11+86.99 CREEK #1 =
P.I. STA. 45+93.95 RD. S-45
(SEE SHEET No. 6)

ALIGNMENT CONTROL CAN BE FOUND ON REFERENCE SHEET



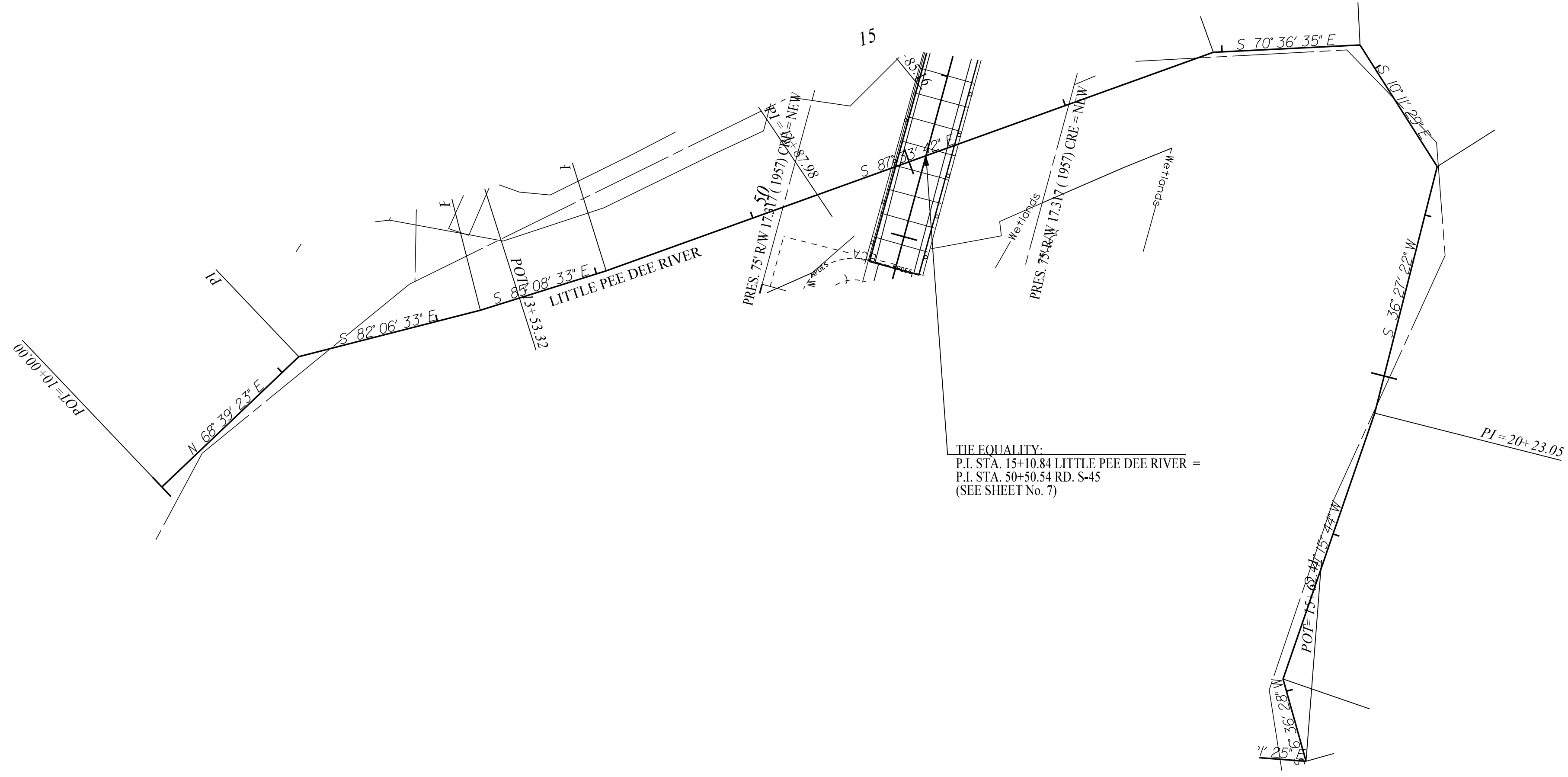
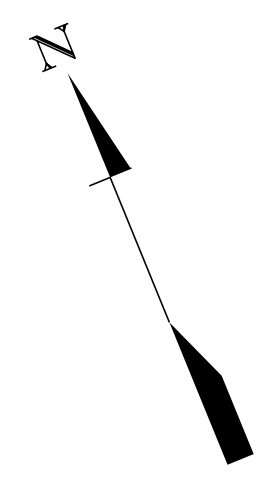
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3	S.C.	DILLON	P031751	S-45	10

LITTLE PEE DEE RIVER

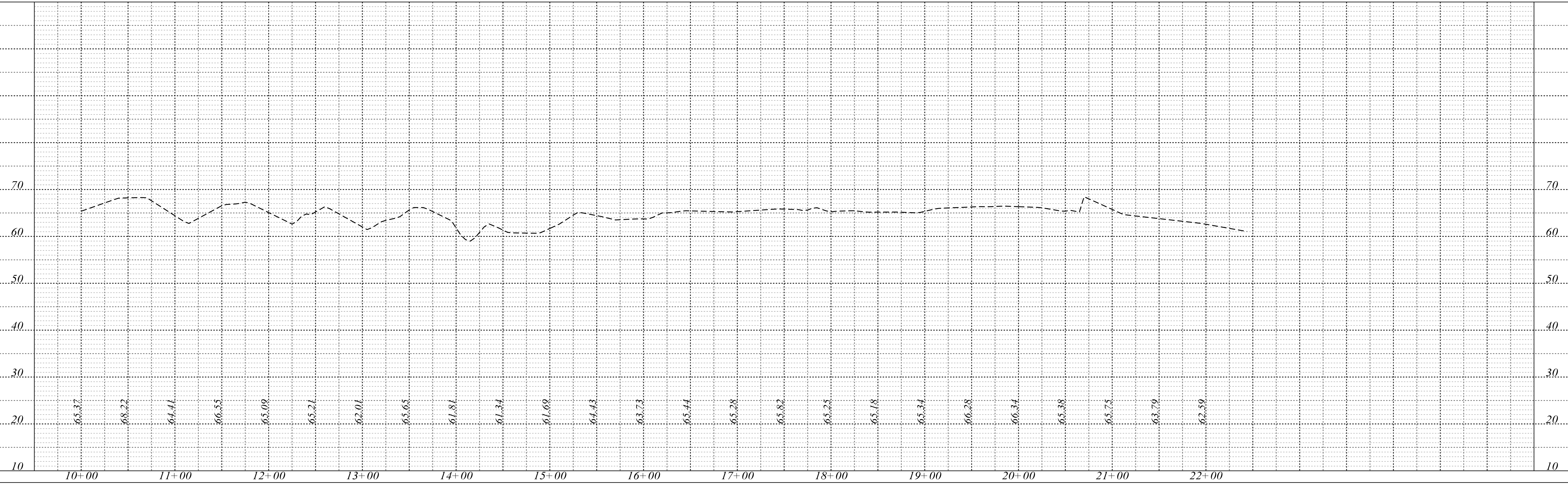
PLAN	DATE
REQUESTED	BY
NOTED	
ALIGNMENT CHECKED	
RT. OF WAY CHECKED	
NOTE BOOK No.	

PROFILE	DATE
GRADES CHECKED	BY
BLM'S NOTED	
STRUCTURE NOTATIONS CHECKED	
NOTE BOOK No.	

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 26-APP-208



ALIGNMENT CONTROL CAN BE FOUND ON REFERENCE SHEET



FED. ROAD DIV. NO.	STATE	COUNTY	PROJECT ID	ROAD NO.	SHEET NO.
3	S.C.	DILLON	P031751	S-45	11

OFD #1 & OFD #2

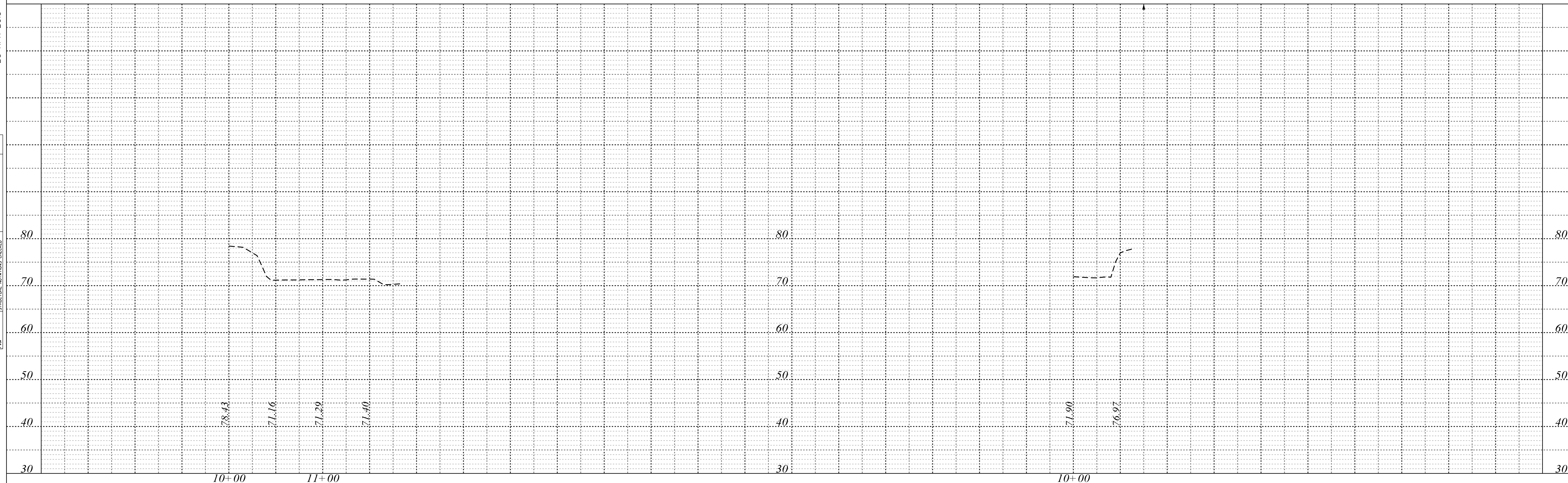
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REQUESTED	
NOTED	
ALIGNED CHECKED	
BY	
DATE	

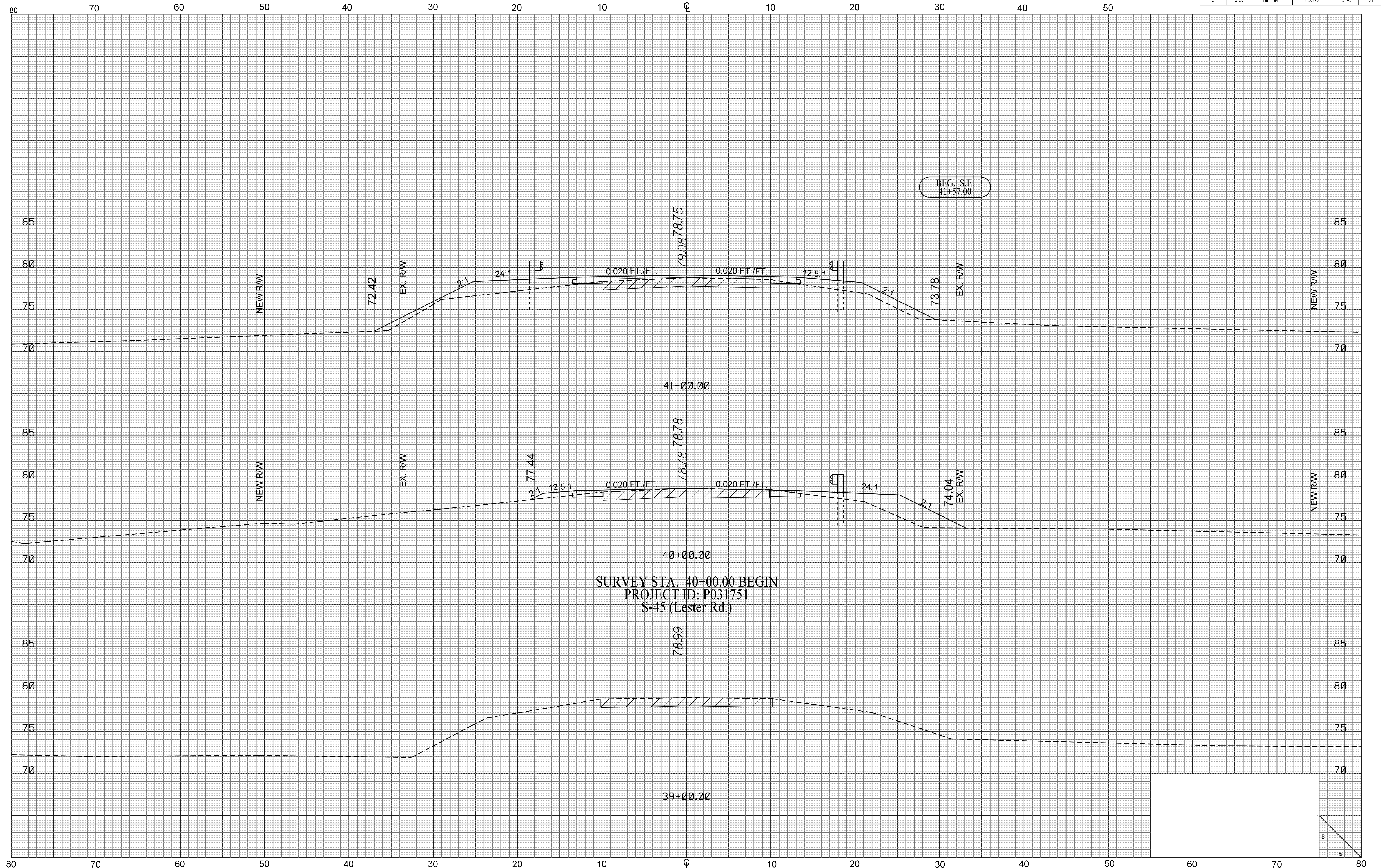
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26-APR-2018

PROFILE	DATE
GRADES CHECKED	
BLM'S NOTED	
STRUCTURE NOTATIONS CHECKED	
BY	
DATE	

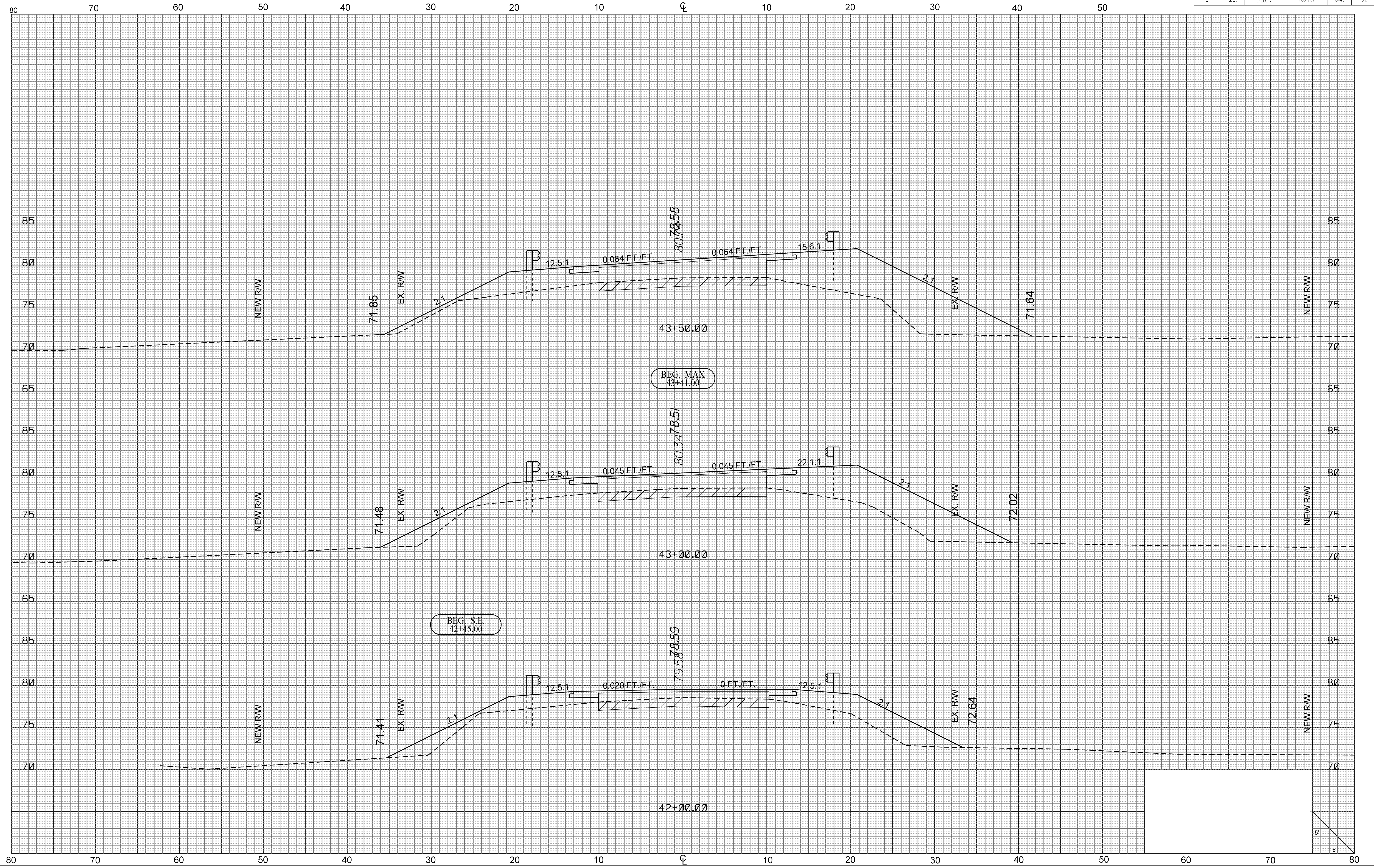
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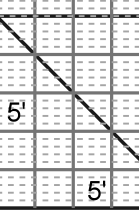
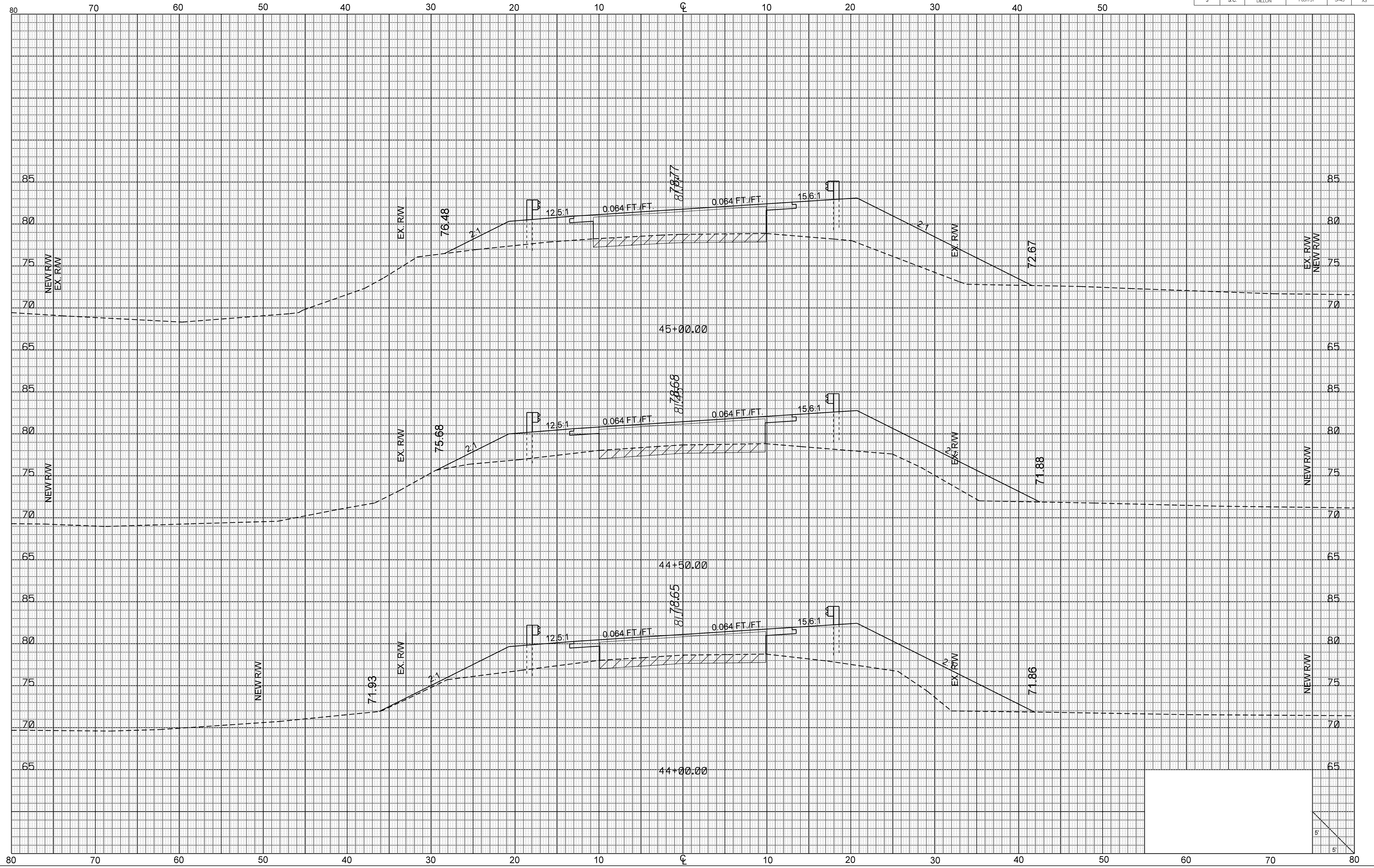
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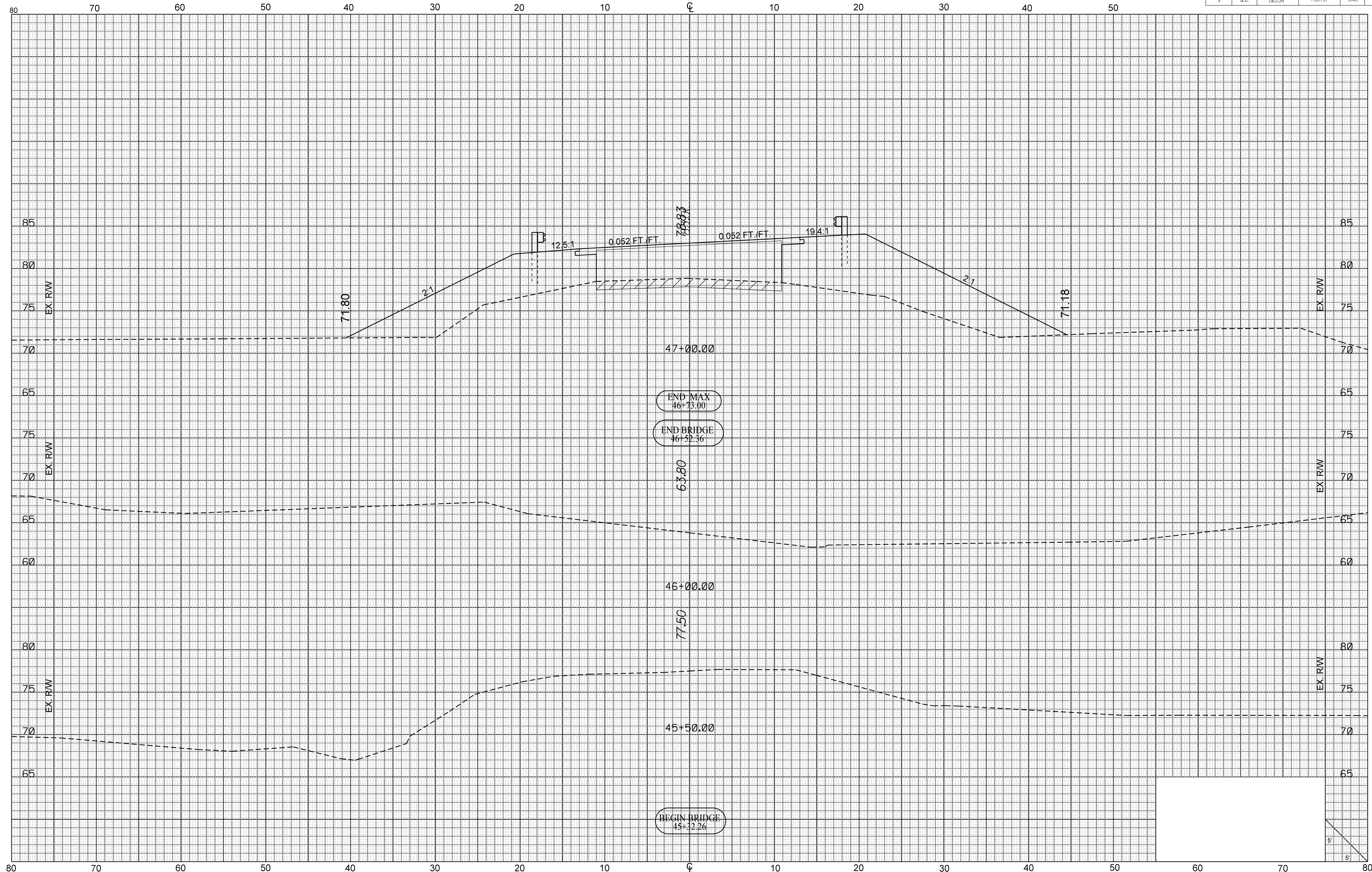


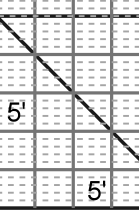
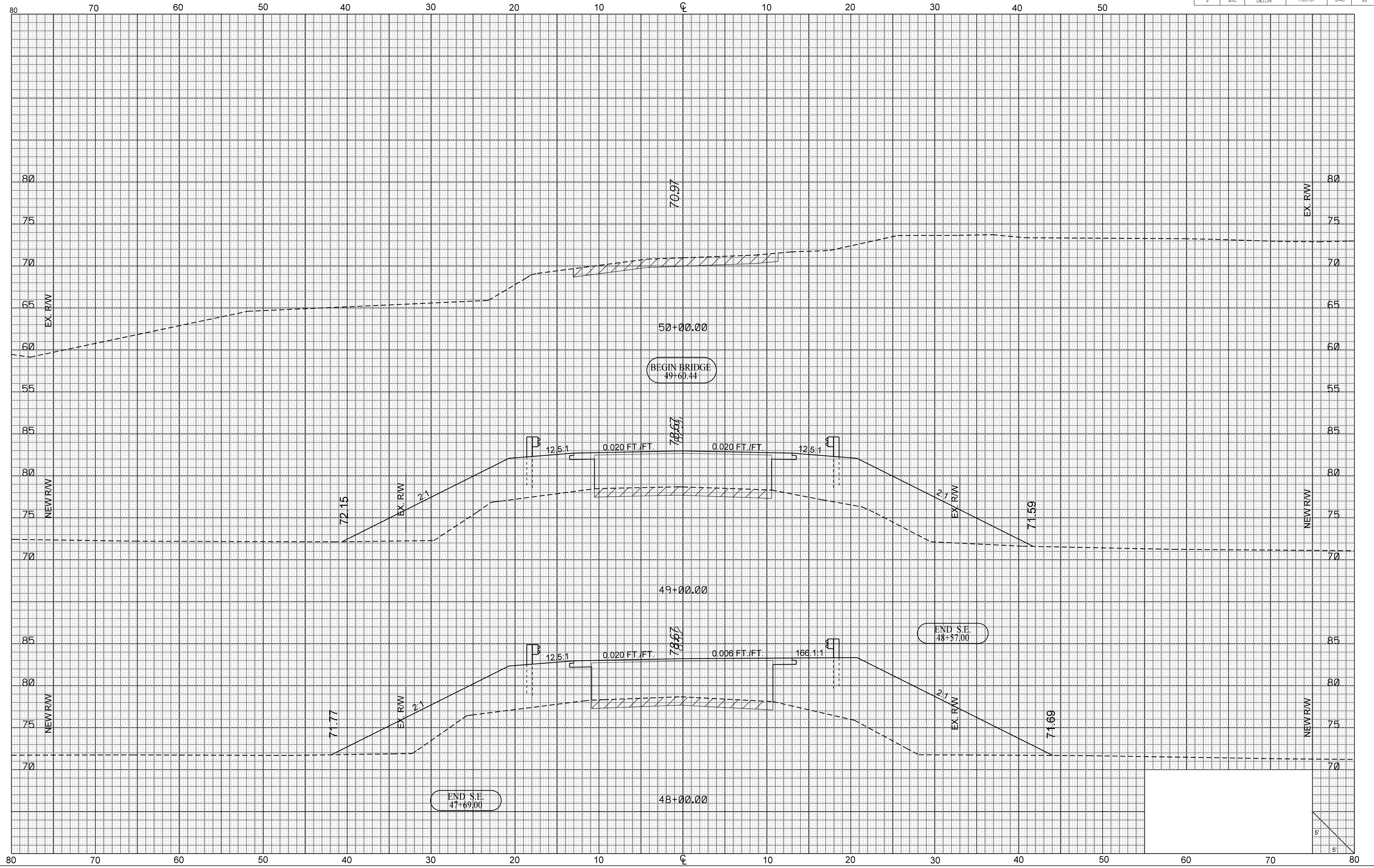


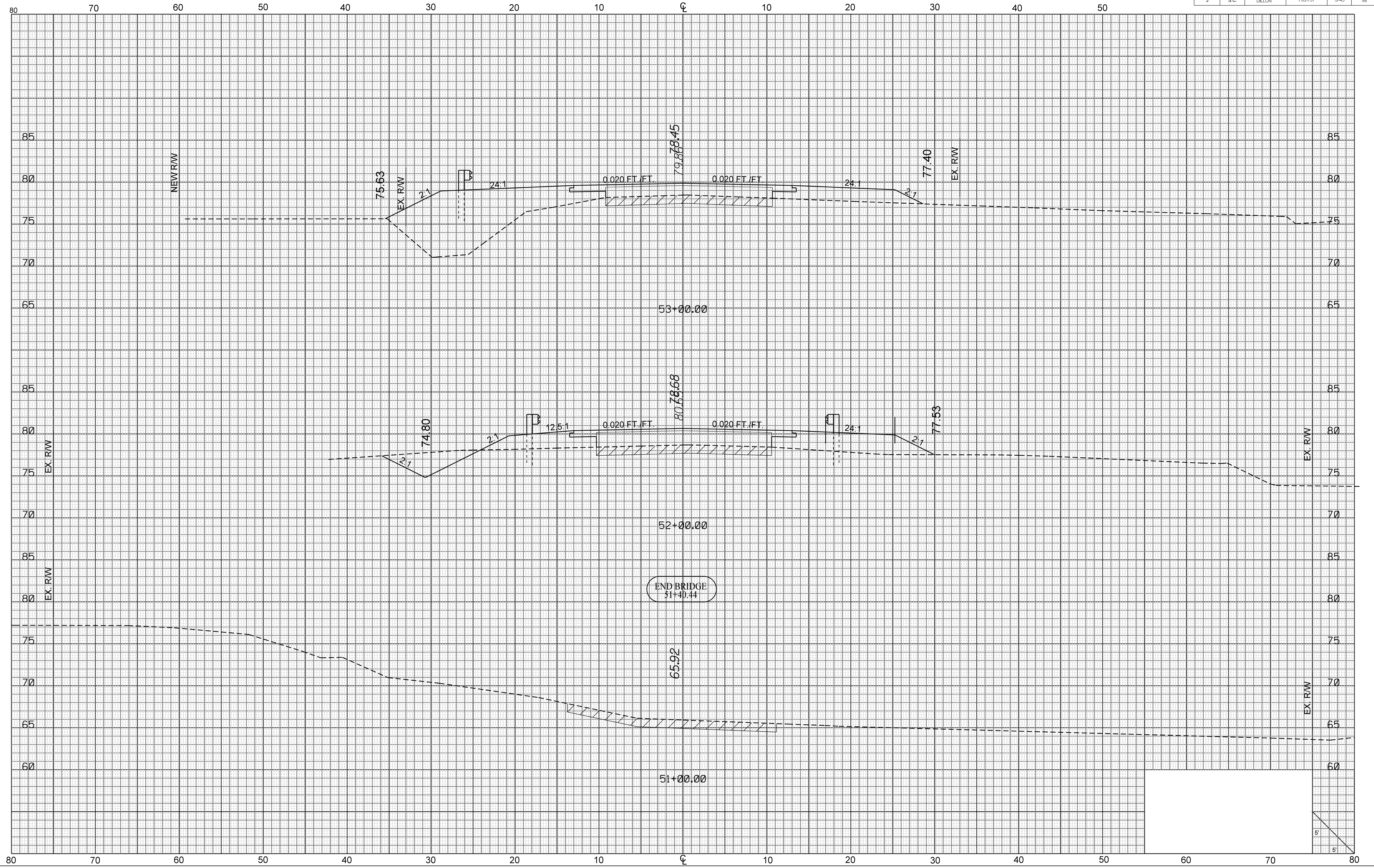
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 26-APR-2018

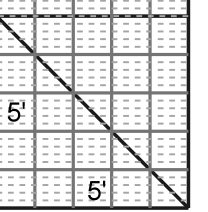
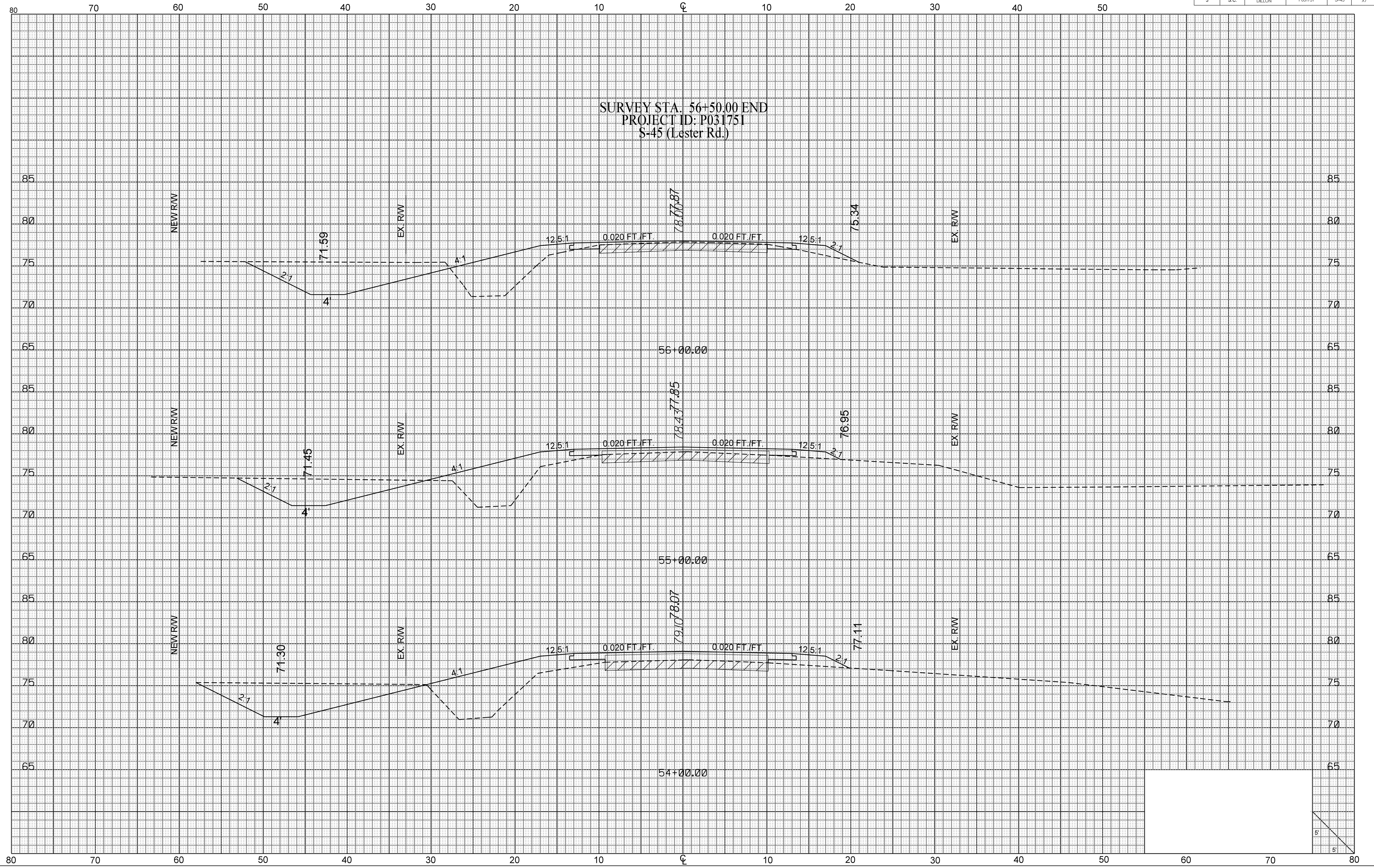




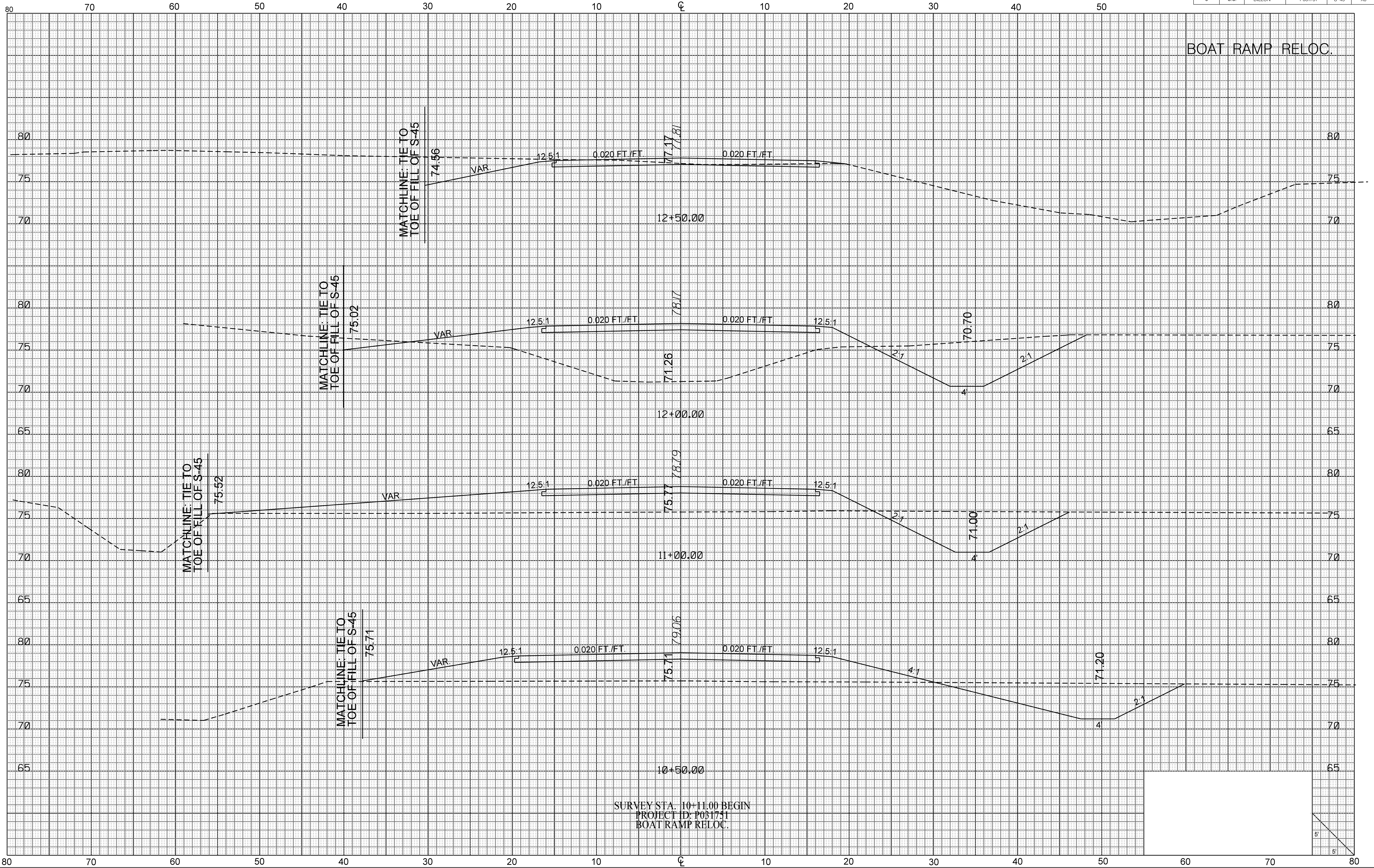




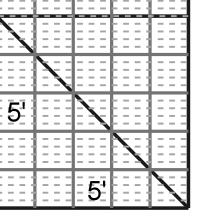




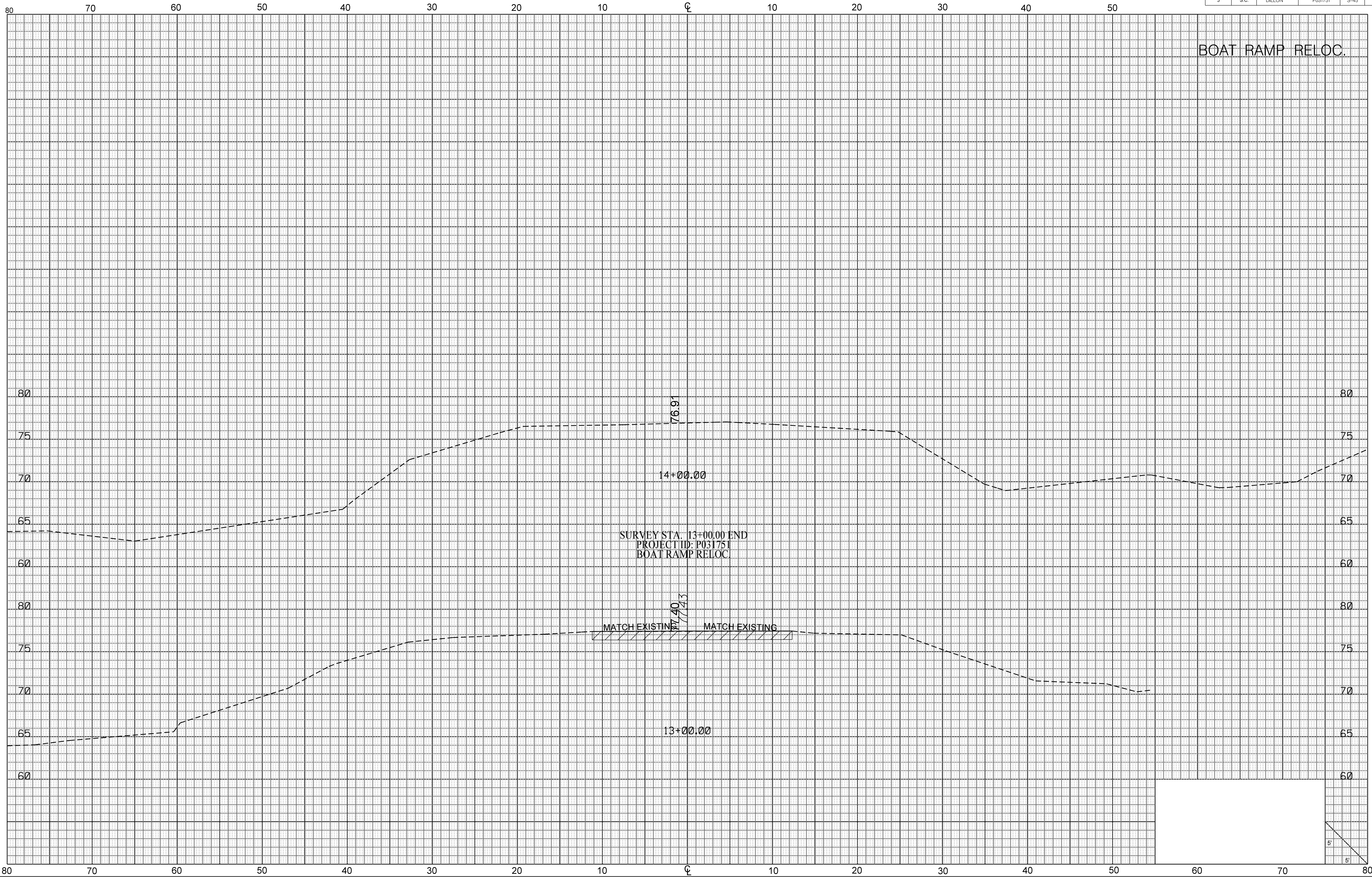
BOAT RAMP RELOC.



SURVEY STA. 10+11.00 BEGIN
PROJECT ID: P031751
BOAT RAMP RELOC.



FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROAD NO.	SHEET NO.
3	S.C.	DILLON	P031751	S-45	X9



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26-APR-2018

