Details of Alignment 5 - Road S-103 Relocation (Office)

100 POT Sta. = 50+00.0000 Bearing = N 68°00'15" E 49.78122'
N = 1117448.11662 E = 1966770.74002

101 PC Sta. = 50+49.7812 Bearing = N 68°00'15" E
N = 1117466.76167 E = 1966816.89768

102 PI Sta. = 51+50.0043
N = 1117504.29924 E = 1966909.82559

103 PT Sta. = 52+50.2069 Bearing = N 65°59'59" E 199.83535'
N = 1117545.06388 E = 1967001.38382

104 PC Sta. = 54+50.0423 Bearing = N 65°59'59" E
N = 1117626.34473 E = 1967368.43377

105 PI Sta. = 55+50.2683
N = 1117667.11054 E = 1967275.50315

106 PT Sta. = 56+50.4738 Bearing = N 68°00'15" E 270.71417'
N = 1117704.64910 E = 1967368.43377

107 PC Sta. = 59+21.1879 Bearing = N 68°00'15" E
N = 1117806.04218 E = 1967619.44294

108 PI Sta. = 62+73.1693
N = 1117937.87302 E = 1967945.80398

109 PT Sta. = 66+14.5938 Bearing = S 87°43'36" E 182.28055'
N = 1117923.91083 E = 1968297.50834

Equality: Sta. 67+96.8744 (Back) = Sta. 68+00.0000 (Ahead)

110 POT Sta. = 68+00.0000 Bearing = S 87°43'36" E 799.99998
N = 1117916.68024 E = 1968479.64542

111 POT Sta. = 76+00.0000
N = 1117884.94638 E = 1969279.01576

Details of Alignment 1 - Road S-103 (Original Survey)

6 POT Sta. = 50+00.0000 Bearing = N 68°00'15" E 1000.1268'
N = 1117448.11662 E = 1966770.74002

7 POT Sta. = 60+00.1268 Bearing = N 68°00'15" E 137.1055'
N = 1117822.70331 E = 1967698.06864

8 POT Sta. = 61+37.2323 Bearing = N 68°00'15" E 26.1811'
N = 1117874.05470 E = 1967825.19439

9 PC Sta. = 61+63.4134 Bearing = N 68°00'15" E SEE NEXT
N = 1117883.86055 E = 1967849.46980

10 POC Sta. = 61+95.1890
N = 1117895.04132 E = 1967879.21004

11 PI Sta. = 63+04.0163
N = 1117936.52186 E = 1967979.83839

12 PT Sta. = 64+40.4022 Bearing = S 02°16'24" W 653.9270'
N = 1117930.94451 E = 1968120.33065

13 RP
N = 1117277.53221 E = 1968094.39110

14 POT Sta. = 66+91.6207 Bearing = S 87°43'36" E 908.3793'
N = 1117920.97934 E = 1968371.35145

15 POT Sta. = 76+00.0000
N = 1117884.94633 E = 1969279.01578

Details of Alignment 2 - Creek Traverse

16 POT Sta. = 20+00.0000 Bearing = S 54°28'32" E 73.2679'
N = 1118370.23205 E = 1967851.73902

17 PI Sta. = 20+73.2679 Bearing = S 07°59'49" E 141.4952'
N = 1118327.65965 E = 1967911.36937

18 PI Sta. = 22+14.7631 Bearing = S 42°02'42" W 144.8624'
N = 1118187.54038 E = 1967931.05389

19 PI Sta. = 23+59.6255 Bearing = S 11°23'22" W 148.0051'
N = 1118079.96263 E = 1967834.03777

20 PI Sta. = 25+07.6305 Bearing = S 18°31'47" E 64.1428'
N = 1117934.87222 E = 1967804.80991

21 PI Sta. = 25+71.7733 Bearing = S 18°31'47" E 77.4708'
N = 1117874.05470 E = 1967825.19439

22 PI Sta. = 26+49.2441 Bearing = S 26°00'44" W 274.7809'
N = 1117800.60011 E = 1967849.81449

23 PI Sta. = 29+24.0250 Bearing = S 48°59'58" E 134.4854'
N = 1117553.65464 E = 1967729.30536

24 POT Sta. = 30+58.5104
N = 1117465.42308 E = 1967830.80178

Details of Alignment 3 - Outfall Ditch No. 1

25 POT Sta. = 10+00.0000 Bearing = N 19^37'49" E 305.4027'
N = 1117920.97934 E = 1968371.35145

26 POT Sta. = 13+05.4027
N = 1118208.63210 E = 1968473.95118

PIN No. 31919 X

FED. RD. DIV. No.	STATE	COUNTY	FILE No.		ROAD No.	SHEET No.	
3	S.C.	YORK	46.169B.1		S-103 REL	5A	

OAK PARK ROAD

CURVE DATA ROAD S-103	CURVE DATA ROAD S-103 RELOCATION		
P.I. = 63+04.02 Δ = 24° 16' 09" (RT) D = 8° 45' 42" T = 140.60' L = 276.99' E = 14.94' R = 653.93'	P.I. = 51+50.00 Δ = 2° 00' 15" (LT) D = 1° 00' 00" T = 100.22' L = 200.43' E = 0.88' R = 5,729.58' D.S. = eMAX = e = P.C. - LG% = P.T. - LG% =	P.I. = 55+50.27 Δ = 2° 00' 16" (RT) D = 1° 00' 00" T = 100.23' L = 200.43' E = 0.88' R = 5,729.58' D.S. = eMAX = e = P.C. - LG% = P.T. - LG% =	P.I. = 62+73.17 Δ = 24° 16' 09" (RT) D = 3° 30' 00" T = 351.98' L = 693.41' E = 37.41' R = 1,637.02' D.S. = eMAX = e = P.C. - LG% = P.T. - LG% =

CONTROL POINTS ROAD S-103 (ORIGINAL SURVEY)

CP#1 - 8" NAIL
N = 1117469.81968 E = 1966775.98530 ELEV. = 559.06573
STA. 50+12.99 OFF = 18.16' LT. ROAD S-103 (ORIGINAL SURVEY)

CP#2 - 8" NAIL
N = 1117687.47365 E = 1967326.71865 ELEV. = 543.84259
STA. 56+05.16 OFF = 13.70' LT. ROAD S-103 (ORIGINAL SURVEY)

CP#3 - 8" NAIL
N = 1117915.38227 E = 1967897.17240 ELEV. = 540.51123
STA. 62+18.36 OFF = 13.72' LT. ROAD S-103 (ORIGINAL SURVEY)

CP#4 - 8" NAIL
N = 1117906.82808 E = 1968420.07393 ELEV. = 536.37915
STA. 67+40.87 OFF = 12.21' RT. ROAD S-103 (ORIGINAL SURVEY)

CP#5 - 8" NAIL
N = 1117872.67987 E = 1969233.69403 ELEV. = 549.93701
STA. 75+55.20 OFF = 14.05' RT. ROAD S-103 (ORIGINAL SURVEY)

BENCHMARKS ROAD S-103 (ORIGINAL SURVEY)
VERTICAL DATUM = NAVD - 88

BM#1 - NAIL IN 14" OAK
N = 1117556.76352 E = 1966775.98530 ELEV. = 559.06573
STA. 50+12.99 OFF = 18.16' LT. ROAD S-103 (ORIGINAL SURVEY)

BM#2 - NAIL IN 20" OAK
N = 1117949.20094 E = 1968368.22550 ELEV. = 535.01001
STA. 66+87.38 OFF = 28.08' LT. ROAD S-103 (ORIGINAL SURVEY)

BM#3 - NAIL IN 20" OAK
N = 1117915.64000 E = 1969205.66137 ELEV. = 550.03400
STA. 75+25.49 OFF = 27.76' LT. ROAD S-103 (ORIGINAL SURVEY)

Details of Alignment 4 - Outfall Ditch No. 2

30 POT Sta. = 10+00.0000 Bearing = N 35^55'22" E 190.8038'
N = 1117901.65320 E = 1968858.17290

31 POT Sta. = 11+90.8038
N = 1118056.16780 E = 1968970.11640

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER NO. 24265 RANDALL L. YOUNG

REV. NO.	BY	DATE	DESCRIPTION OF REVISION
4			
3			
2			
1			

TOPO. _____ DATE _____
DWG. _____ DATE _____ RPG 3B - MIDLANDS
R/W _____ DATE _____

SOUTH CAROLINA
DEPARTMENT OF TRANSPORATION
COLUMBIA, S.C.

REFERENCE DATA SHEET

SCALE 1"=N/A RTE. S-103 REL.

SeaseJD
IP_PWP:dms200651r319195.dgn
21-FEB-2013