

Year 2009

1. (575) panel points along I-26 & I-126 for **1"=50' aerial mapping**.

- a. "Fifty readings were collected at each point to determine the SC State Plane Coordinates of the target. If the PDOP's for any given solution were greater than four or if the GPS elevation had more than a 0.3' differential compared with the digital level elevation, the target was re-occupied until the results were acceptable. Most morning and afternoon GPS sessions began with the occupation of either a Geodetic Monument or a corridor mapping control point established by others." (December 2, 2009, Aerial Survey Report).
- b. "Elevations for the targets were established by Digital Level runs through each target generally looping from interchange to interchange with each mainline loop tying back to the starting point. We also checked into three First Order Class II geodetic monuments along the way. The Level Runs were held to a minimum third order closure [0.05'xVmi] with turns of approximately 150 feet but no more than 200 feet. Interchange levels were run from mainline targets usually from different loops and provided another check between mainline loops." (December 2, 2009, Aerial Survey Report).

c. **Horizontal $\pm 0.07'$** (Leica System 1200 GPS: RTK: SC VRN)

- i. NGS Monument Ties:
 - INT A 1 ($\Delta 0.06'$)
 - INT A 2
 - INT A 3 ($\Delta 0.05'$)
 - CINDY ($\Delta 0.09'$)
 - HOSPITAL AZ MK ($\Delta 0.07'$)
 - FRONT AZ MK



d. **Vertical $\pm 0.025'$** (Leica DNA 03 Digital Level)

- i. NGS Monuments:
 - 40002
 - CINDY
 - RICLEX 21 or RICLEX 5
 - FRONT
 - HOSPITAL



e. Points:

- i. See (2009) Helicopter Aerial Targets report for complete list.
- ii. Typical number scheme: 26W71, 7758A, 671A.

2. (106) panel points along I-26, I-126 & I-20 for **1"=300' aerial mapping**.

- a. **Horizontal $\pm 0.1'$** (RTK GPS SC VRN).
- b. **Vertical $\pm 0.1'$** (RTK GPS SC VRN).
- c. Numbered 1 thru 105.

