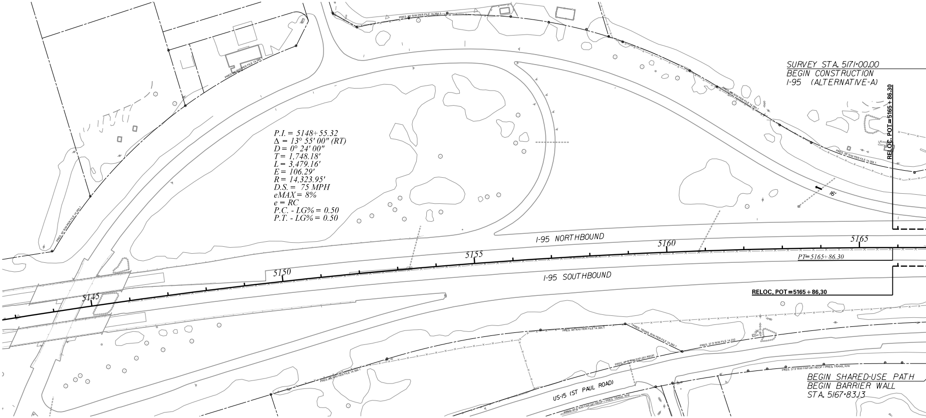
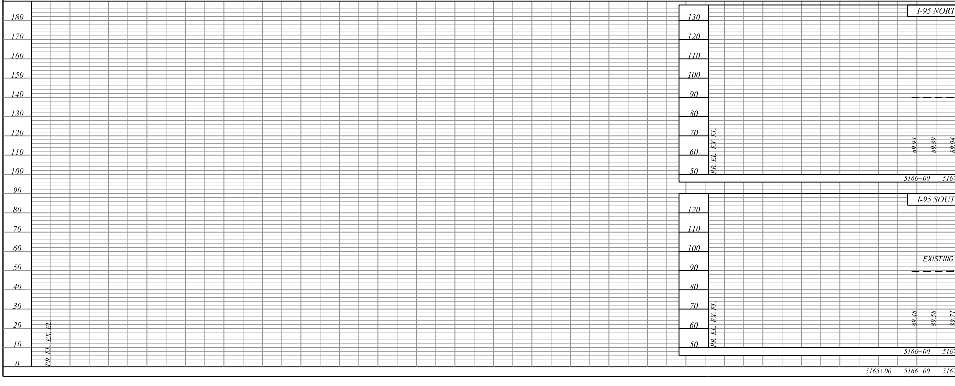
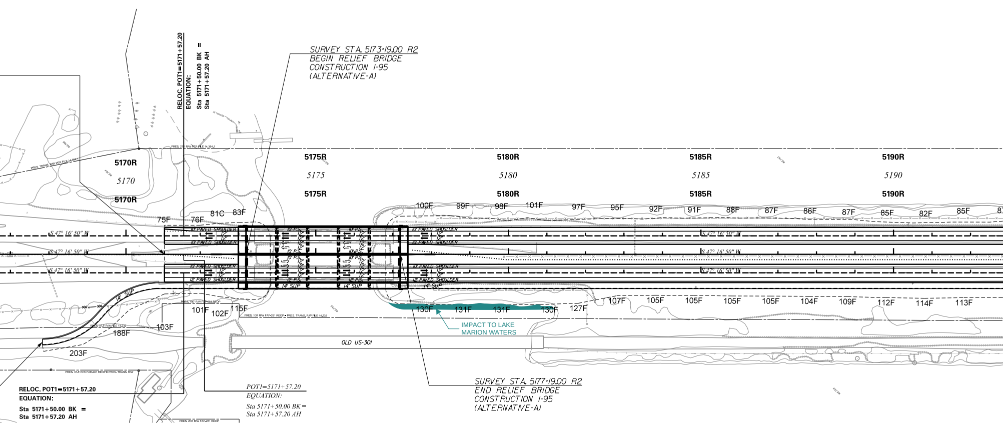
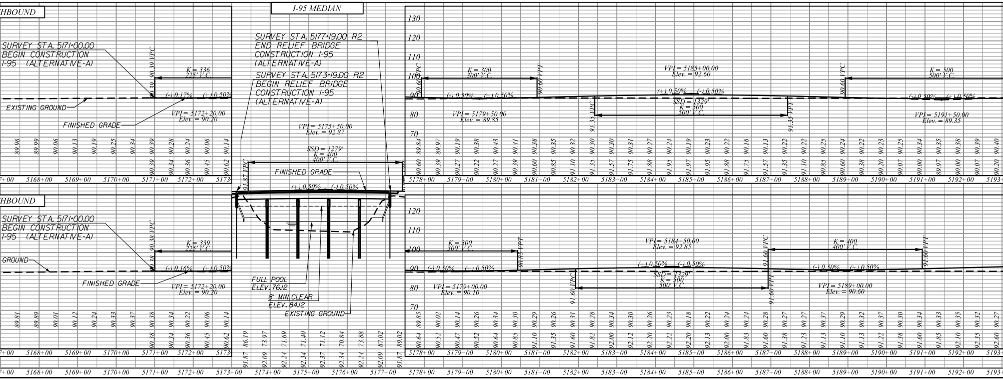

SURVEY STA. 5171+00.00
BEGIN CONSTRUCTION
I-95 (ALTERNATIVE-A)
RELOC. POT=5165+86.30
P.I. = 5148+55.32
Δ = 13° 55' 00" (RT)
D= 0° 24' 00"
T= 1,748.18'
L= 3,479.16'
E= 106.29'
R= 14,323.95'
D.S. = 75 MPH
eMAX= 8%
e = RC
P.C. - LG% = 0.50
P.T. - LG% = 0.50
16'
I-95 NORTHBOUND
I-95 SOUTHBOUND
5145
5150
5155
5160
5165
PT=5165+86.30
RELOC. POT=5165+86.30
PRES. 95' R/W PER FILE 14,384.1
PRES. 37.5' R/W FAP-261 REOP
US-15 (ST PAUL ROAD)
BEGIN SHARED-USE PATH
BEGIN BARRIER WALL
STA. 5167+83.13


180
170
160
150
140
130
120
110
100
90
80
70
60
50
40
30
20
10
0
PR. EL. EX. EL.
I-95 NORT
130
120
110
100
90
80
70
60
50
PR. EL. EX. EL.
89.94
89.89
89.94
5166+00
5167
I-95 SOUT
120
110
100
90
80
70
60
50
EXISTING
PR. EL. EX. EL.
89.48
89.58
89.71
5166+00
5167
5165+00
5166+00
5167


SURVEY STA. 5173+19.00 R2
BEGIN RELIEF BRIDGE
CONSTRUCTION I-95
(ALTERNATIVE-A)
RELOC. POT1=5171+57.20
EQUATION:
Sta 5171+50.00 BK =
Sta 5171+57.20 AH
5170R
5170
5175R
5175
5180R
5180
5185R
5185
5190R
5190
S 47° 16' 50" W
10' PAVED SHOULDER
12' PAVED SHOULDER
14' SUP
IMPACT TO LAKE
MARION WATERS
OLD US-301
POT1=5171+57.20
EQUATION:
Sta 5171+50.00 BK =
Sta 5171+57.20 AH
SURVEY STA. 5177+19.00 R2
END RELIEF BRIDGE
CONSTRUCTION I-95
(ALTERNATIVE-A)


HBOUND
I-95 MEDIAN
SURVEY STA. 5171+00.00
BEGIN CONSTRUCTION
I-95 (ALTERNATIVE-A)
EXISTING GROUND
FINISHED GRADE
K = 336
225' V.C.
(-) 0.17%
(+) 0.50%
VPI = 5172+20.00
Elev. = 90.20
SURVEY STA. 5177+19.00 R2
END RELIEF BRIDGE
CONSTRUCTION I-95
(ALTERNATIVE-A)
SURVEY STA. 5173+19.00 R2
BEGIN RELIEF BRIDGE
CONSTRUCTION I-95
(ALTERNATIVE-A)
VPI = 5175+50.00
Elev. = 92.87
SSD = 1279'
K = 400
400' V.C.
FINISHED GRADE
(+) 0.50%
(-) 0.50%
K = 300
300' V.C.
VPI = 5179+50.00
Elev. = 89.85
VPI = 5185+00.00
Elev. = 92.60
SSD = 1329'
K = 500
500' V.C.
K = 500
500' V.C.
VPI = 5191+50.00
Elev. = 89.35
HBOUND
SURVEY STA. 5171+00.00
BEGIN CONSTRUCTION
I-95 (ALTERNATIVE-A)
GROUND
FINISHED GRADE
K = 339
225' V.C.
(-) 0.16%
(+) 0.50%
VPI = 5172+20.00
Elev. = 90.20
FULL POOL
ELEV. 76.12
8' MIN. CLEAR
ELEV. 84.12
EXISTING GROUND
K = 300
300' V.C.
VPI = 5179+00.00
Elev. = 90.10
VPI = 5184+50.00
Elev. = 92.85
SSD = 1329'
K = 500
500' V.C.
K = 400
400' V.C.
VPI = 5189+00.00
Elev. = 90.60
130
120
110
100
90
80
70
5168+00
5169+00
5170+00
5171+00
5172+00
5173+00
5174+00
5175+00
5176+00
5177+00
5178+00
5179+00
5180+00
5181+00
5182+00
5183+00
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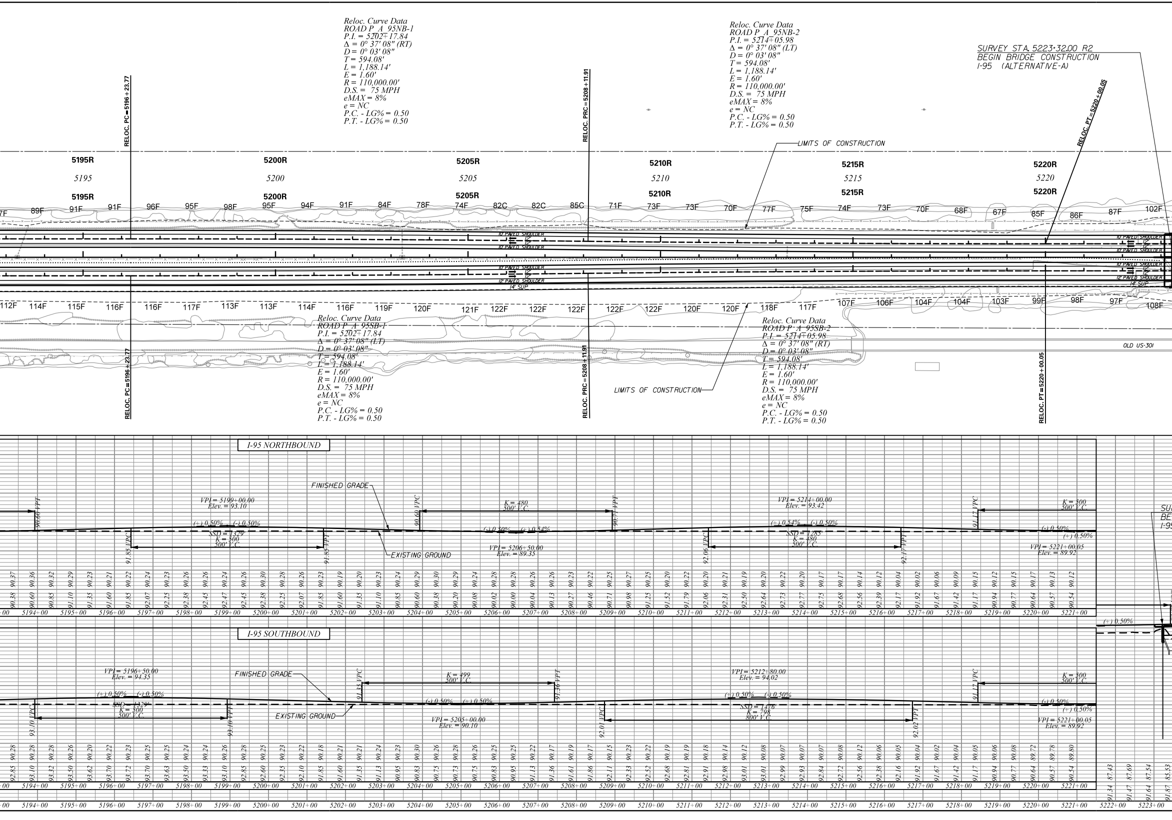
5186+00
5187+00
5188+00
5189+00
5190+00
5191+00
5192+00



Reloc. Curve Data
ROAD P_A_95NB-1
P.I. = 5202+17.84
Δ = 0° 37' 08" (RT)
D = 0° 03' 08"
T = 594.08'
L = 1,188.14'
E = 1.60'
R = 110,000.00'
D.S. = 75 MPH
eMAX = 8%
e = NC
P.C. - LG% = 0.50
P.T. - LG% = 0.50

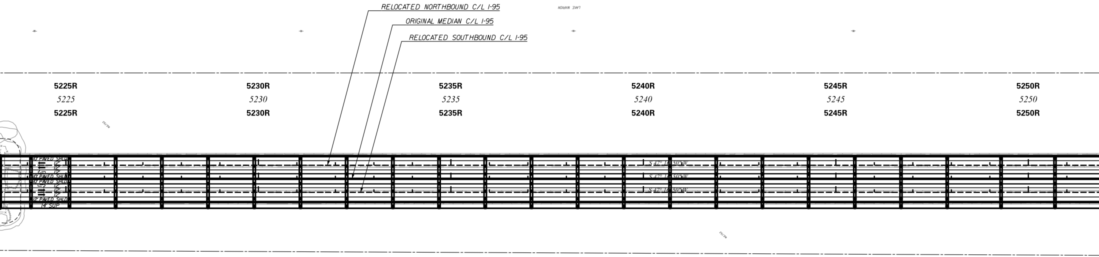
Reloc. Curve Data
ROAD P_A_95NB-2
P.I. = 5214+05.98
Δ = 0° 37' 08" (LT)
D = 0° 03' 08"
T = 594.08'
L = 1,188.14'
E = 1.60'
R = 110,000.00'
D.S. = 75 MPH
eMAX = 8%
e = NC
P.C. - LG% = 0.50
P.T. - LG% = 0.50

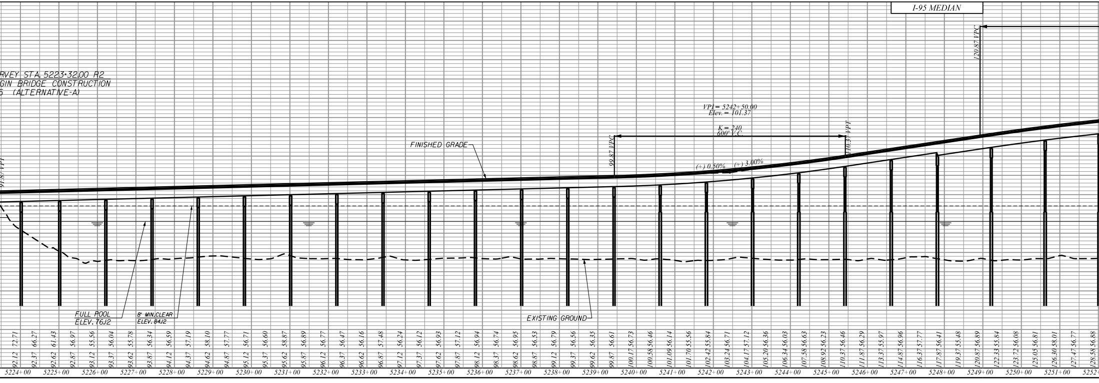
SURVEY STA. 5223+32.00 R2
BEGIN BRIDGE CONSTRUCTION
I-95 (ALTERNATIVE-A)

Reloc. Curve Data
ROAD P_A_95SB-1
P.I. = 5202+17.84
Δ = 0° 37' 08" (LT)
D = 0° 03' 08"
T = 594.08'
L = 1,188.14'
E = 1.60'
R = 110,000.00'
D.S. = 75 MPH
eMAX = 8%
e = NC
P.C. - LG% = 0.50
P.T. - LG% = 0.50

Reloc. Curve Data
ROAD P_A_95SB-2
P.I. = 5214+05.98
Δ = 0° 37' 08" (RT)
D = 0° 03' 08"
T = 594.08'
L = 1,188.14'
E = 1.60'
R = 110,000.00'
D.S. = 75 MPH
eMAX = 8%
e = NC
P.C. - LG% = 0.50
P.T. - LG% = 0.50

RELOC. PC=5196+23.77
RELOC. PRC=5208+11.91
RELOC. PT=5220+00.05
LIMITS OF CONSTRUCTION
5195R
5195
5200R
5200
5205R
5205
5210R
5210
5215R
5215
5220R
5220
10' PAVED SHOULDER
12' PAVED SHOULDER
14' SUP
OLD US-301
I-95 NORTHBOUND
FINISHED GRADE
EXISTING GROUND
VPI = 5199+00.00
Elev. = 93.10
(+) 0.50%
(-) 0.50%
SSD = 1329'
K = 500
500' V.C.
K = 480
500' V.C.
VPI = 5206+50.00
Elev. = 89.35
(-) 0.50%
(+) 0.54%
VPI = 5214+00.00
Elev. = 93.42
(+) 0.54%
(-) 0.50%
SSD = 1285'
K = 480
500' V.C.
K = 500
500' V.C.
VPI = 5221+00.05
Elev. = 89.92
I-95 SOUTHBOUND
VPI = 5196+50.00
Elev. = 94.35
SSD = 1329'
K = 500
500' V.C.
K = 499
500' V.C.
VPI = 5205+00.00
Elev. = 90.10
VPI = 5212+80.00
Elev. = 94.02
SSD = 1476'
K = 798
800' V.C.
VPI = 5221+00.05
Elev. = 89.92
5194+00
5195+00
5196+00
5197+00
5198+00
5199+00
5200+00
5201+00
5202+00
5203+00
5204+00
5205+00
5206+00
5207+00
5208+00
5209+00
5210+00
5211+00
5212+00
5213+00
5214+00
5215+00
5216+00
5217+00
5218+00
5219+00
5220+00
5221+00
5222+00
5223+00


RELOCATED NORTHBOUND C/L I-95
ORIGINAL MEDIAN C/L I-95
RELOCATED SOUTHBOUND C/L I-95
5225R
5225
5225R
5230R
5230
5230R
5235R
5235
5235R
5240R
5240
5240R
5245R
5245
5245R
5250R
5250
5250R
10' PAVED SHLD.
12'
12'
12'
10' PAVED SHLD.
10' PAVED SHLD.
12'
12'
12'
12' PAVED SHLD.
14' SUP
S 47° 10' 50"W
S 47° 10' 50"W
S 47° 10' 50"W


I-95 MEDIAN
120.87 VPC
RVEY STA. 5223+32.00 R2
GIN BRIDGE CONSTRUCTION
5 (ALTERNATIVE-A)
91.87 VPT
VPI = 5242+50.00
Elev. = 101.37
K = 240
600' V.C.
99.87 VPC
110.37 VPT
(+) 0.50%
(+) 3.00%
FINISHED GRADE
FULL POOL
ELEV. 76.12
8' MIN. CLEAR
ELEV. 84.12
EXISTING GROUND
92.12 72.71
92.37 66.27
92.62 61.43
92.87 56.97
93.12 55.56
93.37 56.04
93.62 55.78
93.87 56.34
94.12 56.59
94.37 57.19
94.62 58.10
94.87 57.77
95.12 56.71
95.37 56.60
95.62 58.87
95.87 56.89
96.12 56.77
96.37 56.47
96.62 56.16
96.87 57.48
97.12 56.24
97.37 56.12
97.62 56.93
97.87 57.12
98.12 56.94
98.37 56.74
98.62 56.95
98.87 56.53
99.12 56.79
99.37 56.56
99.62 56.35
99.87 56.61
100.17 56.73
100.58 56.46
101.09 56.14
101.70 55.56
102.42 55.84
103.24 56.71
104.17 57.12
105.20 56.36
106.34 56.03
107.58 56.63
108.92 56.23
110.37 56.46
111.87 56.29
113.37 55.97
114.87 56.96
116.37 57.77
117.87 56.41
119.37 55.48
120.87 56.89
122.33 55.84
123.72 56.08
125.05 56.81
126.30 58.01
127.47 56.77
128.58 56.88
5224+00
5225+00
5226+00
5227+00
5228+00
5229+00
5230+00
5231+00
5232+00
5233+00
5234+00
5235+00
5236+00
5237+00
5238+00
5239+00
5240+00
5241+00
5242+00
5243+00
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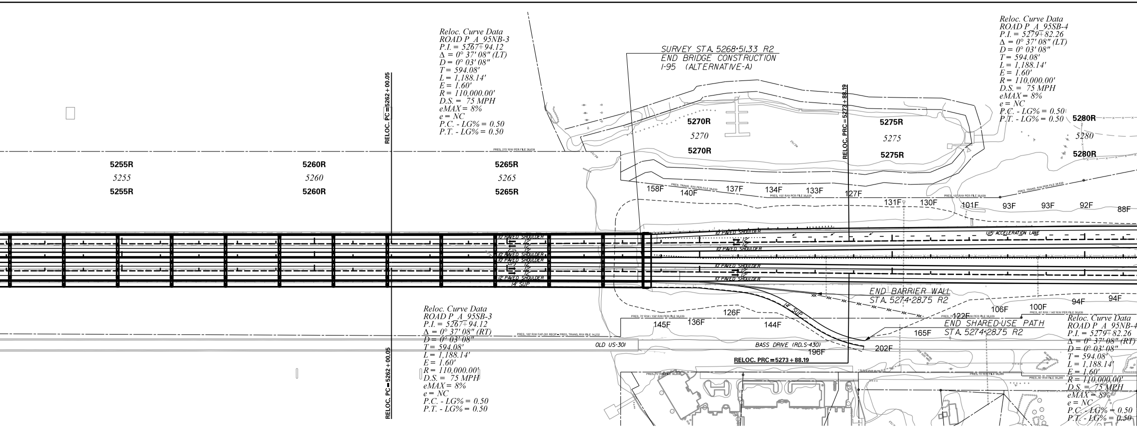
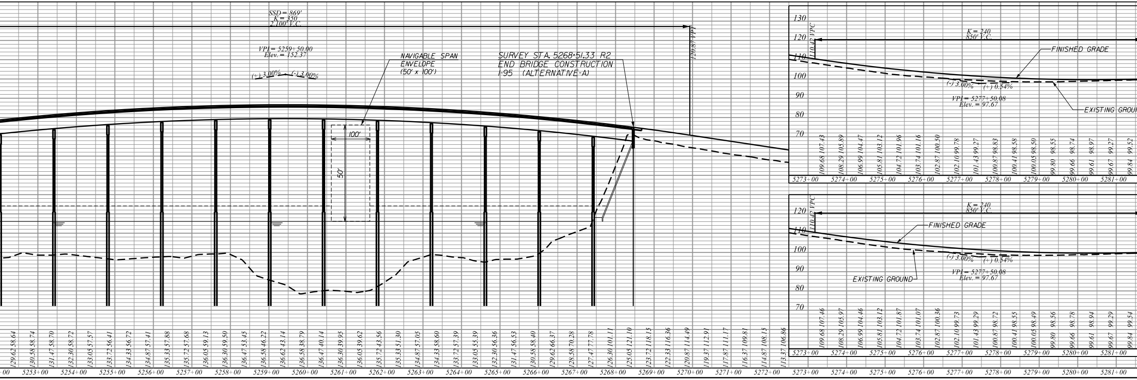
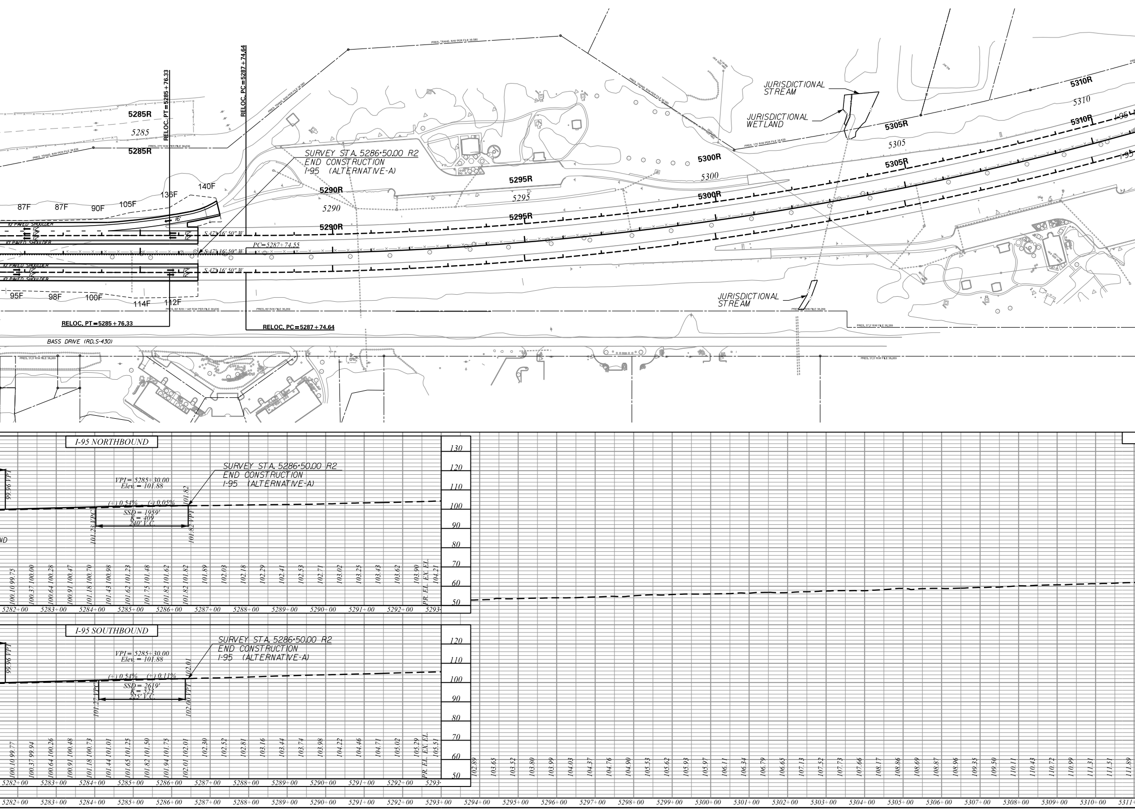
5245+00
5246+00
5247+00
5248+00
5249+00
5250+00
5251+00
5252+


Reloc. Curve Data
ROAD P_A_95NB-3
P.I. = 5267+94.12
Δ = 0° 37' 08" (LT)
D = 0° 03' 08"
T = 594.08'
L = 1,188.14'
E = 1.60'
R = 110,000.00'
D.S. = 75 MPH
eMAX = 8%
e = NC
P.C. - LG% = 0.50
P.T. - LG% = 0.50
RELOC. PC=5262+00.05
SURVEY STA. 5268+51.33 R2
END BRIDGE CONSTRUCTION
I-95 (ALTERNATIVE-A)
RELOC. PRC=5273+88.19
Reloc. Curve Data
ROAD P_A_95SB-4
P.I. = 5279+82.26
Δ = 0° 37' 08" (LT)
D = 0° 03' 08"
T = 594.08'
L = 1,188.14'
E = 1.60'
R = 110,000.00'
D.S. = 75 MPH
eMAX = 8%
e = NC
P.C. - LG% = 0.50
P.T. - LG% = 0.50
5255R
5255
5255R
5260R
5260
5260R
5265R
5265
5265R
5270R
5270
5270R
5275R
5275
5275R
5280R
5280
5280R
158F
140F
137F
134F
133F
127F
131F
130F
101F
93F
93F
92F
88F
10' PAVED SHOULDER
12'
12'
12' PAVED SHOULDER
10' PAVED SHOULDER
12'
12'
12' PAVED SHOULDER
14' SUP
1115' ACCELERATION LANE
END BARRIER WALL
STA. 5274+28.75 R2
END SHARED-USE PATH
STA. 5274+28.75 R2
14' SUP
126F
145F
136F
144F
122F
106F
100F
94F
94F
165F
202F
196F
OLD US-301
BASS DRIVE (RD.S-430)
RELOC. PRC=5273+88.19
Reloc. Curve Data
ROAD P_A_95SB-3
P.I. = 5267+94.12
Δ = 0° 37' 08" (RT)
D = 0° 03' 08"
T = 594.08'
L = 1,188.14'
E = 1.60'
R = 110,000.00'
D.S. = 75 MPH
eMAX = 8%
e = NC
P.C. - LG% = 0.50
P.T. - LG% = 0.50
RELOC. PC=5262+00.05
Reloc. Curve Data
ROAD P_A_95NB-4
P.I. = 5279+82.26
Δ = 0° 37' 08" (RT)
D = 0° 03' 08"
T = 594.08'
L = 1,188.14'
E = 1.60'
R = 110,000.00'
D.S. = 75 MPH
eMAX = 8%
e = NC
P.C. - LG% = 0.50
P.T. - LG% = 0.50


SSD = 869'
K = 350
2,100' V.C.
VPI = 5259+50.00
Elev. = 152.37
(+) 3.00%
(-) 3.00%
120.87 VPT
NAVIGABLE SPAN
ENVELOPE
(50' x 100')
100'
50'
SURVEY STA. 5268+51.33 R2
END BRIDGE CONSTRUCTION
I-95 (ALTERNATIVE-A)
129.62 58.64
130.58 58.74
131.47 58.70
132.30 58.72
133.05 57.57
133.72 56.41
134.33 56.72
134.87 57.41
135.33 57.88
135.72 57.68
136.05 59.13
136.30 59.50
136.47 53.45
136.58 46.22
136.62 43.14
136.58 38.79
136.47 40.14
136.30 39.95
136.05 39.62
135.72 43.56
135.33 51.30
134.87 57.05
134.33 58.60
133.72 57.39
133.05 55.39
132.30 56.36
131.47 56.53
130.58 58.40
129.62 66.37
128.58 70.28
127.47 77.78
126.30 101.11
125.05 121.10
123.72 118.15
122.33 116.36
120.87 114.49
119.37 112.91
117.87 111.17
116.37 109.81
114.87 108.15
113.37 106.86
5253+00
5254+00
5255+00
5256+00
5257+00
5258+00
5259+00
5260+00
5261+00
5262+00
5263+00
5264+00
5265+00
5266+00
5267+00
5268+00
5269+00
5270+00
5271+00
5272+00
5273+00
130
120
110
100
90
80
70
110.42 VPC
K = 240
850' V.C.
FINISHED GRADE
EXISTING GROUND
(-) 3.00%
(+) 0.54%
VPI = 5277+50.08
Elev. = 97.67
109.68 107.43
108.29 105.89
106.99 104.47
105.81 103.12
104.72 101.96
103.74 101.16
102.87 100.50
102.10 99.78
101.43 99.27
100.87 98.83
100.41 98.58
100.05 98.50
99.80 98.55
99.66 98.74
99.61 98.97
99.67 99.27
99.84 99.52
5273+00
5274+00
5275+00
5276+00
5277+00
5278+00
5279+00
5280+00
5281+00
120
110
100
90
80
70
110.42 VPC
K = 240
850' V.C.
FINISHED GRADE
EXISTING GROUND
(-) 3.00%
(+) 0.54%
VPI = 5277+50.08
Elev. = 97.67
109.68 107.46
108.29 105.97
106.99 104.46
105.81 103.12
104.72 101.87
103.74 101.07
102.87 100.36
102.10 99.73
101.43 99.29
100.87 98.72
100.41 98.55
100.05 98.49
99.80 98.56
99.66 98.78
99.61 98.94
99.67 99.29
99.84 99.54
5273+00
5274+00
5275+00
5276+00
5277+00
5278+00
5279+00
5280+00
5281+00


RELOC. PT=5285+76.33
RELOC. PC=5287+74.64
5285R
5285
5290R
5290
5295R
5295
5300R
5300
5305R
5305
5310R
5310
I-95
87F
87F
90F
105F
136F
140F
95F
98F
100F
114F
112F
10' PAVED SHOULDER
12'
16'
S 47° 16' 50" W
PC=5287+74.55
SURVEY STA. 5286+50.00 R2
END CONSTRUCTION
I-95 (ALTERNATIVE-A)
JURISDICTIONAL STREAM
JURISDICTIONAL WETLAND
JURISDICTIONAL STREAM
BASS DRIVE (RD.S-430)
I-95 NORTHBOUND
VPI= 5285+30.00
Elev. = 101.88
(+) 0.54%
(-) 0.05%
SSD = 1959'
K = 409
240' V.C.
99.96 VPT
101.23 VPC
101.82 VPT
101.82
ND
100.10 99.75
100.37 100.00
100.64 100.28
100.91 100.47
101.18 100.70
101.43 100.98
101.62 101.23
101.75 101.48
101.82 101.62
101.82 101.82
101.89
102.03
102.18
102.29
102.41
102.53
102.71
103.02
103.25
103.43
103.62
103.90
PR. EL. EX. EL.
104.21
130
120
110
100
90
80
70
60
50
5282+00
5283+00
5284+00
5285+00
5286+00
5287+00
5288+00
5289+00
5290+00
5291+00
5292+00
5293-
I-95 SOUTHBOUND
VPI= 5285+30.00
Elev. = 101.88
(+) 0.54%
(+) 0.11%
SSD = 2619'
K = 523
225' V.C.
99.96 VPT
101.27 VPC
102.00 VPT
102.01
100.10 99.77
100.37 99.94
100.64 100.26
100.91 100.48
101.18 100.73
101.44 101.01
101.65 101.25
101.82 101.50
101.94 101.75
102.01 102.01
102.30
102.52
102.81
103.16
103.44
103.74
103.98
104.22
104.46
104.71
105.02
105.29
PR. EL. EX. EL.
105.51
120
110
100
90
80
70
60
50
102.89
103.65
103.52
103.80
103.99
104.03
104.37
104.76
104.90
105.53
105.62
105.93
105.97
106.11
106.34
106.79
106.65
107.13
107.52
107.73
107.66
108.17
108.86
108.69
108.87
108.96
109.35
109.50
110.11
110.43
110.72
110.99
111.31
111.51
111.89
5282+00
5283+00
5284+00
5285+00
5286+00
5287+00
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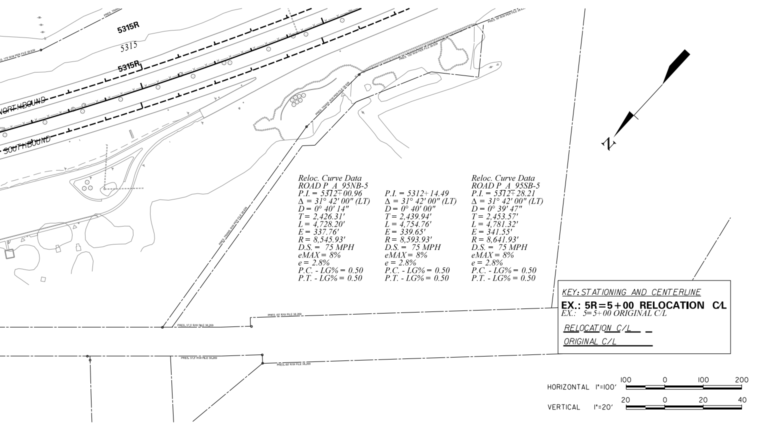
5295+00
5296+00
5297+00
5298+00
5299+00
5300+00
5301+00
5302+00
5303+00
5304+00
5305+00
5306+00
5307+00
5308+00
5309+00
5310+00
5311+

| FED. RD. DIV. NO. | STATE | COUNTY | PROJECT ID | ROAD NO. | SHEET NO. |
|---|---|---|---|---|---|
| 3 | S.C. | ORANGEBURG | P041130 | I-95 | A |
|  |  | CLARENDON |  |  |  |


PRES. TRANS.
PRES. 175' R/W PER FILE 38.639
5315R
5315
5315R
NORTHBOUND
SOUTHBOUND
PRES. 90' R/W PER FILE 38.639
PRES. 150' R/W PER FILE 38.639
PRES. TRANS. R/W PER FILE 38.639
PRES. 60' R/W FILE 38.269
PRES. 37.5' R/W FILE 38.269
PRES. 37.5' R/W FILE 38.269
PRES. 60' R/W FILE 38.269
N

*Reloc. Curve Data*
*ROAD P_A_95NB-5*
*P.I. = 5312+00.96*
*Δ = 31° 42' 00" (LT)*
*D = 0° 40' 14"*
*T = 2,426.31'*
*L = 4,728.20'*
*E = 337.76'*
*R = 8,545.93'*
*D.S. = 75 MPH*
*eMAX = 8%*
*e = 2.8%*
*P.C. - LG% = 0.50*
*P.T. - LG% = 0.50*

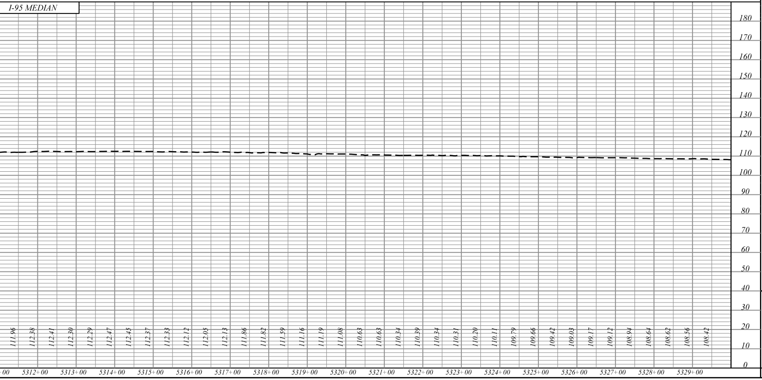
*P.I. = 5312+14.49*
*Δ = 31° 42' 00" (LT)*
*D = 0° 40' 00"*
*T = 2,439.94'*
*L = 4,754.76'*
*E = 339.65'*
*R = 8,593.93'*
*D.S. = 75 MPH*
*eMAX = 8%*
*e = 2.8%*
*P.C. - LG% = 0.50*
*P.T. - LG% = 0.50*

*Reloc. Curve Data*
*ROAD P_A_95SB-5*
*P.I. = 5312+28.21*
*Δ = 31° 42' 00" (LT)*
*D = 0° 39' 47"*
*T = 2,453.57'*
*L = 4,781.32'*
*E = 341.55'*
*R = 8,641.93'*
*D.S. = 75 MPH*
*eMAX = 8%*
*e = 2.8%*
*P.C. - LG% = 0.50*
*P.T. - LG% = 0.50*

KEY: STATIONING AND CENTERLINE
**EX.: 5R=5+00 RELOCATION C/L**
*EX.: 5=5+00 ORIGINAL C/L*
RELOCATION C/L
ORIGINAL C/L

HORIZONTAL 1"=100' 100 0 100 200
VERTICAL 1"=20' 20 0 20 40

*I-95 MEDIAN*



CONCEPTUAL
REVIEW ONLY

CONSULTING ENGINEERING FIRM
**TRANSYSTEMS**
1859 SUMMERVILLE AVENUE, SUITE 600
CHARLESTON, SC 29405
PHONE (843) 266-9300
FAX (843) 529-9616
WWW.TRANSYSTEMS.COM

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION
COLUMBIA, S.C.

## I-95 CONCEPTUAL ALIGNMENT

ALTERNATIVE A
MEDIAN ALIGNMENT SINGLE BRIDGE

SCALE 1" = 100'